

SHIP DELAYED BY FISH-NET

Alliance Propeller Picks Up Valuable Property Out 28 Miles from Astoria.

REWARD OF \$1000 OFFERED

Several Hours' Hard Labor Required to Separate Net From Vessel's Screw.

The Alliance did not reach Marshfield yesterday on time, though she came into North Bend before noon. She brought a good passenger list and 300 tons of freight. She will sail on the return trip on Monday.

There is a long story connected with the ship's being delayed, and the accident which happened to her would probably not occur once in a seaman's lifetime. Captain B. W. Olson related a tale to a Times representative which, if the Captain was not known as a man of veracity, would have the earmarks of a very big jolly. But the Captain is borne out in his statements by the crew and the passengers, and so the story must be accepted as being one of the strangest incidents which ever happened to a steamer on the Pacific ocean. The Alliance crossed the Columbia bar at 7 o'clock Friday morning, and was making good time towards the south. The engines were working well and the sea was smooth. The passengers were enjoying the voyage and gazing at the shoreline from southwest of Tillamook, when, without warning, the propeller ceased revolving as if clutched in the grip of some superhuman agency. Chief Engineer Mann telephoned to the upper quarters and asked if they had struck. It was now about 10 o'clock, and the sea was clear, while the shore was about eight miles distant. There are no hindrances to navigation on the chart in this neighborhood, and it was evident the ship had not grounded or struck a hidden rock.

The situation was a puzzling thing to the Captain and the officers, and for some time nobody could explain the matter and guesses were in order. Somebody standing on the stern of the ship finally saw some net corks bobbing on the water, and then the solution dawned upon the Captain and crew. The propeller had picked up a fisherman's net which had wound so tightly about the propeller and shaft as to stop the engines.

The net had been lost by fishermen in the Columbia River and had drifted out to sea. The same was advertised in the Astoria papers and a reward of \$1,000 was offered for its return. The net was 150 fathoms long and a very valuable asset to the company which owned it. The net was picked up 28 miles from the Columbia bar and had it been sighted before being wound on the propeller, the crew would have divided the thousand dollars and the company owning the net would have been ahead at that. But the net isn't worth much now, though the Alliance crew has some shreds of it aboard to prove the truth of their story.

When it was learned what had caused the stoppage of the driving gear, the next question was how to relieve the situation. The first effort to clear the propeller was made by keel-hauling the ship. This, to a landsman, is all Greek, and so should be made clear. A new 3-inch rope was dropped over the bow of the boat, the ends on each side, and the

ropes drawn the length of the ship. All went well until the net and propeller were reached, when the rope was broken. Three trials of this nature were made, with the same result. It was plain the clearance could not be accomplished in this manner, and so the Captain ordered boats into the water, and he, with the first officer and the crew, entered into the work at hand in earnest. A five-inch rope was put into service. A large hook was attached to this, and a spar of twenty feet bent into the rope near the hook. With this apparatus, the hook could be sunk into the water and grappled into the net. So far, the rigging worked like a charm, but when the hauling came, there was nothing doing, and the boatmen could not make an impression on the tangle. The double steam winch was brought into play and this started the net. This procedure was continued for over seven hours, before the engineer could turn the shaft.

The net was made of the strongest material obtainable, and the top line from which the network is suspended was % cotton rope. With this wound about the propeller the reader can imagine the tremendous power it took to break the grasp of the net. Besides this, the net was weighted with lead, and this did its share toward delaying the work.

When the net drifted out into the ocean from the Columbia, it was supposed to have been filled with salmon, and this supposition was borne out by evidence as the workmen pulled the contrivance apart. Several sharks were released from the mix-up and a number of sturgeon were also in the net. It is said these followed and entered the net to devour the salmon.

When the stop occurred Captain Olson set the ship's bow towards the southwest and put out sails to keep her from drifting toward the shore and consequent danger. He trimmed his sails and the boat drifted directly southward. The distance covered during the work of releasing the propeller was six miles.

When the propeller had been cleared as well as the apparatus would allow, the engines were started. At first only half a turn could be made. The reverse was used and in working the shaft back and forward in this manner, the engine was finally able to clear the trouble and the boat started on her way again. Fifteen minutes were consumed in this maneuvering.

The crew worked from 10 o'clock in the morning until 6 in the evening without stopping for food or rest, and when the ship once more proceeded on her way, the matter had been talked over and rehearsed until there was little left to say, except to tell the story over again when Coos Bay was reached.

The reader will understand the

difficulty the seamen encountered in clearing the propeller when it is known the shaft and blades are twelve feet under water.

Being that it was a clear day, it might be inferred that the lookout might have seen the net before it was picked up, but Captain Olson says he believes the net was under the water when the ship approached.

Following is the passenger list:

N. Westwood, E. S. Givens, A. Fergins and wife, Elmer Fergins, Mrs. Hogland, Miss Anderson, Mrs. Nelson, E. Nelson, A. Johnson, Master Nelson, Master D. Nelson, Mrs. B. W. Barker, F. F. Peters, wife and two children; Geo. Timkins, Dave Black, C. D. Dunar, J. Y. Baker and wife, six second-cabin passengers, C. O. Devre and wife and daughter, C. G. Gillett, Geo. Goodman, Jas. Hancock, A. H. Dindenger, C. N. Brown, A. A. Geer, F. Williams, G. Gront, F. Marro, A. Mann, W. H. Williams and wife, J. A. Vaidy, Mrs. Strohlmecker, Lena Strohlmecker, Minnie Strohlmecker, W. E. Smith, Geo. Kimball, D. A. Lee, Jas. C. Austin and wife, A. J. Napp, D. D. Fagin, A. Hancock, Mrs. Lundquist, Alma Lundquist, Fred Lundquist, Miss Gamble, Miss Brady, M. Barnes and wife, Grace Barnes, Edwin Barnes, Girtle Barnes, Harold Barnes, J. Keck, C. Dunentur, F. C. Austin, J. Clifford, Mike Kowsky, Ernest Anderson, Fred Lee, H. Hitchcock, Miss Walton, L. Quinn, D. A. Hunt and wife, H. C. Ostine and wife, Tom Ostine, W. C. Barker and wife, L. J. Weaver, G. N. Payne, J. Grills, Mrs. Westwood, Miss Westwood.

PEORIA OFFICIAL JAILED SUPERVISOR ARRESTED IN LOS ANGELES, CALIFORNIA

Climaxes Story of Love, Divorce, Political Intrigues and Alleged Mismanagement of Estate.

Los Angeles, July 26.—By the arrest here of Supervisor Frank K.

Dr. Bancroft EYE AND EAR SPECIALIST Room 11 Central Hotel AFTER AUG. 10th

Whitman, of Peoria county, Ill., a strange story comes to a climax in the county jail, involving love, hate, divorce, a damage suit, political intrigues, business jealousies, and finally alleged mismanagement of a large estate.

Whiting is charged with embezzlement, having been followed here by secret agents of the Fidelity and Deposit Company of Baltimore, which is on his bond for \$150,000. He and his friends claim the surety company, aided by his enemies, is using the Peoria county Sheriff's office as a collection agency, and that the embezzlement charge is only a pretext to get him within the jurisdiction of the Illinois civil courts, when it will be dropped. The charge grows out of his actions as conservator of the estate of his sister, Mrs. E. Farnham, which was valued at \$125,000.

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Table with 2 columns: No. 1, No. 2. Rows for Daily, Except Sunday, Leave, and Arrive times for various stations like Marshfield, B. H. Junction, Coquille, Myrtle Point.

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