

# COMPLIMENTS AND REWARD FOR CAPT. OLSON OF ALLIANCE

### Popular Navigator Is Presented With Many Encomiums and Substantial Evidence of His Passengers' Confidence and Esteem.

(From Saturday Daily)

The Portland papers have arrived with the complete report of the Alliance voyage and the story is one which reflects great credit on Captain Olson, a fact which his many Coos Bay friends will be pleased to hear. As a token of their confidence and esteem the passengers presented him with \$100 binocular glass and the inspector of marine service praised him in the highest terms.

Frank Layton, a Portland traveling man, who is well known on Coos Bay and who has made numerous trips up and down the coast, was among the passengers on board, and is unstinted in his praise of the manner in which Captain Olson handled his ship. He said:

"After the accident happened, the big seas washed over us in rapid succession and we drifted along until we were above the black buoy and close to the spit. I had no hope that the steamer would be saved and expected her to go down every minute. Captain Olson and his crew did excellent work and soon had us outside the line of breakers and in smooth water where we were comparatively safe. Since then we have sailed along slowly. It is true, but with little inconvenience, aside from the delay, and I believe practically every passenger on board will commend Captain Olson in remaining outside rather than accept the tow offered him by the tug."

The Portland Telegram has the following report of the affair.

That Captain Bailey, of the tug Tatoosh, resorted to every sort of scheme to get a hawser aboard the crippled steamer Alliance and claim her for the O. R. & N. Co. as salvage, a portion of which he would receive, is a charge made by Captain W. B. Olson, master of the Alliance. He brands the action of Bailey as the most contemptible attempt at a "hold up" game he has ever witnessed.

"When the Tatoosh arrived on the outside Monday," says Captain Olson, "I was nearing the lightship and proceeding at the rate of three miles an hour without difficulty. Bailey came alongside and said he was going to take me in tow. I informed him that it was not necessary, as it would be impossible for us to cross the bar while a strong ebb tide was running. Bailey insisted, claiming that the chance for his service would be settled after the work had been performed. He would not set any price, but urged that I let him put a hawser on board the Alliance.

"Bailey knew full well that he could not have brought me in over the bar that afternoon against the strong ebb tide. His only object was to get a line on board us and then he would claim the steamer as salvage. Had I permitted him to carry out his plan his company would have been allowed about \$40,000 and it would have had to be paid or the O. R. & N. would have taken the ship.

Seeing that he could not work me, Bailey ran back to Astoria. The following day he showed up again and renewed his offer of putting a hawser on board the Alliance. The bar was not rough and I had about concluded to go into the river without assistance. Bailey kept on proffering his aid and finally, becoming exasperated, I sung out to him to get the Tatoosh out of the way, as she was standing between me and the bar hawser, as I intended to go into the river without his help. He continued to hang around, urging that my passengers ought to be taken off by him, at least, claiming that they were in great danger remaining on the Alliance. He did that simply for the purpose of getting them uneasy, so they would demand to have the tug tow the steamer into the river."

Produced a Telegram.

"In the course of an hour or so of sticking around on the part of Bailey, the United States tender Heather appeared on the scene. Then, seeing his plans of gaining possession of the Alliance would fail, he put a telegram to the end of a hawser and said for me to take it, as the message was from the California and Oregon Coast Steamship company, owners of the Alliance, agreeing to pay towage charges for the Tatoosh to bring her into the river.

"Remembering that he had that telegram in his possession for about two hours before he told me about it. This made me so indignant that I

could no longer control myself, and I replied:

"Why in h— did you not tell me about that telegram before and save me all this trouble?"

"Of course I took the message and read it and allowed him to bring the Alliance to Astoria. He was holding that message, expecting to bluff me into accepting his terms. But the tender Heather frustrated his scheme. She was out here to render assistance, and Bailey realized that the only thing left for him to do was to show his hand, turn over the message and attend to business in a way not pursued by pirates of the high seas.

"Had I for a moment thought the passengers on board the Alliance were in danger I would have allowed him to take the Alliance into the river the second day the Tatoosh came out there. But I would not have permitted him to attempt to bring her in the first day, because it would have been suicidal against the strong ebb tide which was running. No one knew this better than Bailey. As I said before, he was simply scheming to get a hawser aboard, and then would have held us out there until yesterday morning before proceeding to Astoria. With the line on us he could have claimed salvage. Fortunately the passengers were next to his scheme and stood by me like old-time friends. The Alliance was not leaking and in no way unseaworthy. She was much better not made fast to the tug, as she had her freedom and could keep out of the trough of the seas, which she could not have done enumbered by the Tatoosh."

Vessel Was Not Leaking

As has been reported, Captain Olson says the Alliance did not strike on the bottom of Coos Bay bar when she put out to sea last Thursday afternoon, bound for Portland. She is not leaking and received no damage further than the loss of her rudder and three blades of the propeller. The blades were lost, explains the skipper, by a door of a stateroom being torn from its hinges by a heavy sea and thrown overboard. It struck the propeller with such force that the blades were broken.

This is the same sea which picked up B. F. Pyott, one of the passengers, and carried him over the rail. Falling to heed the instructions to remain in his stateroom, he opened the door to walk out on deck when the steamer was about half way across the bar. Mrs. Pyott was at the door asking him to return when the accident occurred. The broken door struck her with terrific force and rendered her unconscious. One of her arms is badly lacerated and she is considerably bruised about the body. On the arrival of the steamer this morning, she was taken to the Good Samaritan Hospital, and as yet does not know the fate of her husband. A small son of 10 or 12 years is with her and does not know what has become of his father.

Crossing the Coos Bay bar, the Alliance was struck by five or six seas, but no one else on board was injured. Arriving on the outside, the steamer remained close to the entrance the greater part of the day, expecting that the tug Columbia might come out from Marshfield and give some assistance. A jury rudder was rigged and gave the best of satisfaction. Before the Columbia river was reached two other similar rudders were made. The captain graphically relates his trip up the coast. He stood off shore about 25 miles and does not believe the craft was ever in the slightest of danger. In her crippled condition she was able to make three or four miles an hour.

## POSTAL RECEIPTS PROVE MARSHFIELD'S GROWTH

Is Now in the List of Second Class Offices and May Soon Have Carrier Service.

Assistant Postmaster Sumner, of Marshfield, directs attention to an error in the classification of the local postoffice in the call sent out for the proposed Oregon Postmasters' Association and printed recently in the Times.

In this call Marshfield was named in the list of third class offices. The facts are that Marshfield is now by virtue of the increase in business entitled to a place in the list of second class offices of Oregon and has been since July 1 of the present year.

The receipts of the office for the fiscal year, ending March 31, 1907, being \$8,103 which was more than enough to place the city in this class and if the state of progress keeps up and the receipts keep on the increase Marshfield will have carrier or free delivery service within the next two or three years.

# THREE RAILROADS IN THREE YEARS

(From Saturday's Daily)

"While railway construction work has been checked by present financial conditions, I expect to see two and possibly three railways built into Coos Bay within the next three or four years."—Seymour Bell, at chamber of commerce meeting last night.

Dr. Straw was unexpectedly summoned to a serious hospital case and could not speak at the chamber of commerce meeting last evening and will make his address next Friday evening. There was the usual good attendance, and the evening was given over to general talks. Mr. Sheldon, of Portland, a man who is more conversant with the forest products of this state than any other man within the state's boundaries, spoke of the benefits to be derived from a railroad through the central part of the state, from Coos Bay to Ontario. A letter from G. A. Hurley, editor of

the Oregon Oriano, at Vale, was read to the assemblage. It contained four pages and set forth the value of railroad connections between eastern Oregon and Coos Bay. It gave the appropriate business which such a road could command and showed that eastern Oregon people are alive to the needs of better transportation facilities. I. S. Smith, who presided in the absence of President McCormac, talked along the same lines.

Seymour H. Bell addressed the meeting and while admitting the conditions as to eastern Oregon, declared the most feasible proposition for the people of Coos Bay and the chamber of commerce would be to make an effort to securing the Hill road for Coos Bay. He said he knew the great railway magnate was interested in this section and expected the extension of the Great Northern line from Astoria south to Coos Bay might be hastened by efforts properly directed.

# STAGE IS UPSET IN RAGING SEAS

### Twelve Passengers Dumped In Surf and Have Narrow Escape But All Are Rescued—Baggage Is Damaged By Water.

Twelve passengers and a little boy were dumped into the Pacific ocean from the Drain stage about half a mile from the starting point at this end of the beach this morning at six o'clock. Beyond a thorough wetting and a few bruises the passengers luckily escaped injury, but the stage was demolished and considerable baggage was damaged by water and sand.

Loaded down with passengers, with the top piled with baggage, the stage was being driven rapidly along the beach by Dick Hall to make connections with the boat on the Umpqua, for Gardner. In the thick darkness the stage got in the way of a huge breaker which flooded the wheels three feet up from the sand. While the stage was in this precarious condition a succession of immense waves bore down upon the helpless vehicle and thoroughly drenched the entire outfit.

A huge log came in with one of the breakers and smashed the left side of the stage and practically demolished it, scattering the passengers and baggage along the beach. With one or two exceptions every passenger lost a hat. The small child of Mr. and Mrs. Thornton, who were on their way to Portland, was drenched so badly with water that it was nearly half an hour before it recovered consciousness.

Passengers immediately set to work gathering up the baggage and piled it on the sand embankment. Even here, however, the waves reached trunks and satchels and scattered them along the beach for many yards again. The horses of the stage stood firm through the siege, the stage was left to be picked up later, and the passengers and baggage were brought back to Jarvis Landing and from that point to Marshfield by the Beta. The passengers were as follows:

J. G. Kilgren, of Portland; F. Kaiser, of North Bend; Mr. and Mrs. Thornton and child, of Portland; S. Wilkowitz, of San Francisco; L. H. Bell, of Marshfield; Art Burke, North Bend; E. McDaniel, of Eugene; Charles Bay, of North Bend; J. L. Bowman, of Portland; Mrs. N. Noble, of Marshfield, and Mrs. George Nichols, of Salem.

Most of the passengers will make the attempt again tomorrow morning at 5:30 o'clock, when the stage makes its next trip to Umpqua.

## RECEIVES COTTON FROM OLD PLANTATION HOME

George Goodrum Secures Box From Dixie Land in Its Native State—Is on Exhibition.

Geo. Goodrum has received a box of cotton on bolls and stalks, exactly as it is taken from the fields, from relatives on a plantation a short distance out of Vicksburg, Miss., and will exhibit this interesting staple in the windows of his store.

He has been away from his southern home for about a year and recently sent for some of the stuff grown on the southern cotton fields with which to refresh his eyes. Several new arrivals in the city from Dixie land have already scented the product and Mr. Goodrum's store will no doubt be the scene of a reunion of the sons of the Confederacy and an interesting point for those who have never seen cotton in its native state.

# LOUIS OLSEN SHOT IN THE HAND BY OFFICER CONDRON

## BIG NEWS BOILED DOWN

Tabloid Pellets of Intelligence From All Points For Busy People.

(From Saturday's Daily)

**SUGAR KING DEAD.**—Henry O. Havemeyer, president of the American Sugar Refining Co., died at his home near Commack, L. I. He had been ill with an attack of acute indigestion for several days.

**BANK REPORTS CALLED.**—The Controller of the Currency has issued a call for the statement of the condition of National banks at the close of December 3.

**FORD IS FREE.**—Tirey L. Ford, the attorney charged with bribery, has been acquitted. The jury was out less than five hours when the verdict of not guilty was found.

**MRS. BRADLEY FREE.**—The jury in the case of Mrs. Bradley brought in a verdict of not guilty. A demonstration of applause followed the verdict. Mrs. Bradley was immediately discharged from custody and left the court house in an automobile, following an ovation. She will leave in a few days to join her sister at Goldfield, Nevada.

## MARSHFIELD BRIEFS

Mrs. Fred Gettins is ill at her home in Marshfield.

Major Tower, of Empire, is in Marshfield today looking after government business.

Mr. and Mrs. Paul Peralta, of Coquille, are guests of Mrs. Peralta's relatives. They will remain until tomorrow.

James Baines departed this morning on The Plant for San Francisco, where he expects to remain until the holidays are over.

L. M. Supple, who has been at Myrtle Point for a week, looking after the Finagan-Bennett bank building, returned yesterday to Marshfield.

The gasoline launch Mabel H was sunk during the night at the Holland dock. Workmen are busy in raising the craft and the cause of her sinking will be disclosed when the boat is floated.

Nels Rasmussen and son Gordon, Arthur McKeown and Joe Williams left yesterday morning for Haines Inlet, where the party will spend the remainder of the day and part of tomorrow in hunting.

Harry Adler, the popular San Francisco traveling man, has recovered from an injury he received lately and will start out next Monday on his regular trip through Coos county, going first to Coquille.

Latest reports from the ship's headquarters in Portland are to the effect that the Breakwater will sail next Wednesday evening, as before stated. Mr. C. J. Mills, who is in Portland, advised the local agent, Mr. McCullom, of these plans.

Norman Johnson, son of Mr. and Mrs. C. A. Johnson, of West Marshfield, entertained a number of young friends last evening at his home. There were games of various kinds and refreshments. All the young people report an enjoyable time.

The work on the Millicoma club rooms is progressing satisfactorily and the plastering has been finished. The wood work will soon be commenced and Secretary, Mr. J. W. Flanagan, says the quarters should be ready for occupancy by the first of January.

T. H. Berry, the fish merchant, reports the Coos Bay bar much smoother today and says that schooners in waiting are being towed to sea. It is reported that five vessels are hovering outside waiting tug service and a smooth bar. These will likely be brought in today.

Captain Harris, of Sumner, is down today and tells of the work he is doing in opening some coal property. In one locality he has opened three veins of fine coal, 30, and 26 inches, and the third, 5 ft. In one of the veins he found a deposit of fire clay which will be analyzed. Mr. Harris has two expert miners from the eastern coal fields at work and hopes to develop some valuable mines.

## THREE MILLS RUNNING

W. H. Norval, superintendent of the Riverton Lumber company, on the Coquille river, is in the city. He reports that the lumber trade is somewhat dull on the lower Coquille, and that the logging camps are closed. Three mills are still operating and turning out their usual supply of rough and dressed lumber. The Riverton company is shipping its product via the Bandon outlet and through the Coos Bay country. The mills now operating are the Johnson, Riverton and Prosper.

### Marshfield Night-Watch Has an Exciting Encounter With an Obstreperous Prisoner—Resists Arrest and Wounded in Scuffle.

(From Saturday's Daily)

Louis Olson, a logger, arrived in Marshfield yesterday, and after obtaining the cash due him from the Smith-Powers Logging Company, proceeded to tank up in true reckless fashion. His festivities came to an abrupt end by his landing in the city lockup, with a pistol wound in his right hand and a contused scalp, caused by a revolver blow in the hands of Officer Walter Condron whom Olson attempted to carve with a pocket knife.

Olson's troubles commenced when he was forcibly ejected from Kelly's saloon. He went from there to the brewery, from which he was likewise tossed. By this time he was becoming ugly and his loud talk on the street suggested to the night officers the need of locking him up until he sobered. They accordingly started him to the calaboose. Officer Shoup left Condron in charge of the prisoner at the entrance between the city hall and Kelly's saloon and went for a light. Condron had proceeded but a short distance towards the calaboose when Olson turned on him and grabbed him about the upper part of his body, whipped out a knife and commenced slashing at him. Condron drew his club, but in the scuffle, it flew from his grasp and he was left but one recourse, to use his revolver. The situation looked serious by this time, and as Condron drew his gun he saw an opportunity to wing Olson in the hand in which he held the knife. He fired, and the aim was true. The bullet crashed through the flesh between the thumb and forefinger and took the nail from the forefinger in its passage. The knife was lost and for a minute, Olson seemed subdued. But he commenced to fight again, and Condron was obliged to use his revolver as a club and by this method finally landed his prisoner.

Dr. J. W. Ingram was called in to repair Olson's injuries. He found no fractured bones, and believes the man will be all right within a few days. The wound caused by the blow from the revolver is a scalp cut, and this is of no consequence.

Olson had been working at Camp No. 2, operated by the Smith-Power Logging Company on the Coquille and carries a hospital card. He had been a resident of Coos county for a number of years and has a homestead not far from Myrtle Point, near the Curry county line. He is a man of heavy physique and considering the unexpected attack he made on Condron, that officer was very fortunate that he emerged from the affray unscathed. Olson has been mixed up with the Marshfield officers before and when drinking is considered a dangerous man.

Olson will be arraigned in Justice Pennoek's court this evening at seven o'clock, and charged with assault with a dangerous weapon. Deputy District Attorney, E. L. C. Farrin will prosecute the case.

**LATEL.**

The charge against Louis Olson for assault upon Officer Condron with a deadly weapon was dismissed in Justice Pennoek's court this afternoon upon the withdrawal of the charge by City Attorney Ferrin. Attorney Watkins represented Olson and in presenting his side of the case brought up former actions of Condron when arresting men for disturbing the peace.

Attorney Farrin objected to this feature of the trial, and on Watkins being sustained by Justice Pennoek, Ferrin withdrew the charge against Olson. A large audience had assembled to hear the trial.

Attorney Watkins for the defense states that the Times inadvertently did an injustice to Olson in its report Saturday. Olson claims that he did not draw a knife on Condron, but that he had, just prior to his arrest borrowed a knife from Charles Johnson to cut a piece of tobacco. He claims that he was walking along with the two officers without resistance when struck on the head. In raising his hand to ward off the blow he was shot.

Over 5,000,000 people are employed in the world's mines and quarries, more than a third of this number finding work in the British empire.

In Russia there are eighty-six general holidays.

## ST. MONICA'S TO START BUILDING

CATHOLICS TO SPEND \$15,000 ON NEW CHURCH.

Site Not Settled On Yet—Trustees in Charge Are Selected At Meeting.

It was decided to go ahead with the plans for a new church at a meeting of the men of St. Monica's yesterday afternoon. The plans of the structure have been approved by the archbishop and as soon as the site has been selected the active construction will be commenced.

The new church will cost \$15,000 and will have stone walls as high as the belfry. It will be 112 feet in length, forty-eight in width, and sixty-four feet high. It will accommodate 700 people comfortably and will be constructed on a modern plan throughout.

J. H. Flanagan and Eugene O'Connell were elected trustees to have charge of the construction, which is to commence as early as possible. The site for the new church has not been decided upon as yet, although it may be where the present church stands. Nothing authentic can be given out on this point, however.

## WHAT IS DOING IN THE CITY OF BANDON

Breezy Budget From the Ambitious City by the Sounding Sea.

BANDON, Dec. 9.—A. N. Gould, deputy county surveyor was in town last week attending to some official work in the suburbs and hobnobbing with the voters and other population of our city.

Mrs. Conrad has sold her store in the East to A. E. White, lately from Wisconsin. Mr. White will conduct the business in the future.

William Gallier sold his property east of the postoffice yesterday to an outside party who will erect a store and office building upon it.

The Gallier hotel building is finished and James Mars has re-established his confectionery store in front of it; the quarters are thoroughly up-to-date, and the new building a great improvement.

A new quick lunch counter on Atwater street, opposite the Bandon Investment Corporation's office.

The Atwater street improvement project is finished now and Columbia avenue is reported well under way.

Messrs. Holloper and Dwigins, of the local electric lighting plant, have moved their families to new homes in the east end of the town, that they might be nearer to their place of business.

George Gage and Captain Lovell are in town today on business matters.

P. Dwyer, of Curry, is a city visitor. He has recently invested in some Bandon real estate and is arranging his rentals.

The monthly report of Supt. Osteen shows a total enrollment of 329 pupils in the public schools of Bandon for the year, and 305 for the month. Roll of honor, 188 for the month, with 11 High School pupils graded "A" in from one to four subjects each. Miss Wilkins has charge of the first grade in place of Mrs. Dwigins who resigned some time ago.

A Greek prisoner who is sentenced to death has to wait two years before the sentence is carried out.

There are now several lady gondoliers in Venice, and the men of the trade are organizing an agitation against them.