

Alliance Rammed

Portland Aug. 8th.—The Alliance, carrying 90 passengers and a crew of 25, was aground when the City of Panama attempted to thread her way through a narrow passage between the Alliance and the dredge Portland, which was lying full in the channel. A heavy tide was running and there was a swift current. Before she had proceeded far Captain Snow, pilot of the City of Panama, realized the danger. Despite every effort, he says the current changed the course of the steamer and she headed direct for the helpless Alliance, whose stern was pointed fair down the stream. Orders to back the City of Panama at full speed and to drop the anchor were quickly given. At the instant the anchor hit the water the City of Panama rammed the Alliance full astern with a crash that could be heard for three miles. Broken timbers flew in every direction as the colliding ship bored in mercilessly, driving the grounded craft before her.

So far had the bow of the City of Panama entered the other steamer that it was impossible for her to extricate herself. Fortunately the tugboats Diamond O and J. K. Wentworth had previously been summoned to pull the stranded Alliance into deepwater. With lines they made fast to the City of Panama and finally succeeded in pulling her away from the disabled craft.

After the separation the Alliance's bow was lying on the shore. Her stern was completely wrecked and hanging out toward the channel. Fortunately the gaping hole left in her was near the lower guard and above the water line. Whether parts of her hull below the water line were damaged will not be known until she has been floated.

Dredging is being done around her with the view of floating her and taking her to the drydock for repairs. Until she is pulled out into deep water the extent of her damage will not be known. Those who have made a hasty inspection of her say that she will be out of commission for fully a month, if not longer.

Had it been a perpendicular bank where the Alliance was drifted onto, witnesses of the accident say they do not believe a soul would have escaped. On the whole it is regarded as one of the most miraculous accidents that ever occurred in local waters. But the bank of the river had a gradual slope at that particular point, and upon this the Alliance was carried at a tremendous pace.

Many of the employees of the steamer have their sleeping quarters well aft, and how they escaped from instant death or serious injury seems a miracle. Their apartments are in ruins. At the hours of this accident the men are usually in their bunks.

The City of Panama had a couple of plates on her bow badly bent and her storeroom was partially wrecked. Her officers say, however, the damage is not sufficiently serious to prevent the craft from sailing on the return trip at the scheduled hour. Though 30 years old, it is the first voyage she ever made to Portland.

Captain Olsen, of the Alliance, says he does not understand how the City of Panama could have rammed the Alliance, for it was broad daylight at the time. The City of Panama had steamed up during the night, after the Alliance had passed her. Seeing the Alliance stranded on a sandbar and the George W. Elder near by, the City of Panama dropped down the Columbia and anchored. In the morning the steamer Spencer gave the Alliance a couple of pulls, but had to leave, as the supply of oil was running short, and there was only sufficient to take the Spencer to Portland. At the request of Captain Olson, the Spencer gave another pull, which broke the hawsers, and the Spencer steamed away.

The Diamond O, and the G. K. Wentworth arrived on the scene shortly after, and one of the boats had tied a rope to the Alliance when the City of Panama started up stream. The City of Panama came on straight and deliberate, and the

steel bow struck the Alliance exactly in the center of the stern. The impact shoved the Alliance 20 feet further into the soft clay bank and the steel prow of the City of Panama crashed through the stern timbers of the Alliance like a knife cutting a slice of cheese. Had the Alliance been hung on rocks instead of the soft, yielding mud, the impetus of the City of Panama would have driven the latter vessel into the engine-room of the Alliance.

Why the City of Panama failed to wait a short time longer, when it was seen there were two boats ready to extricate the Alliance from her predicament, and would have succeeded in an hour at most, is more than Captain Olson can guess. He says that before the Alliance was rammed it could have been pulled off in a few minutes by the combined strength of the Diamond O and the Wentworth. Passengers on the Alliance were not disturbed greatly, as the jar was not severe, although the grinding of the timbers made enough noise to arouse all on board. The crew of the Alliance ordered everyone out of the berths, announcing that there was no danger, and then telling the passengers to go into the dining room for a cup of coffee.

Shortly after the Alliance struck the sand bar last night, the George W. Elder came along and in trying to pass between the stranded ship and the dredger Portland, the current drifted the Elder against the dredge, tearing away part of the latter's deck house. The Elder then drifted down and anchored until daylight, when, in again trying to pass the Alliance, the Elder struck a sandbar, but soon eased off. The G. K. Wentworth, during the night tried to get by with a raft of logs, but the raft became caught between the pipe pontoons of the dredge and the shore and doubled up like a horseshoe. This caused further confusion at the mouth of the river, but the towboat finally straightened out its raft and proceeded to Portland, returning this morning to help the Alliance.

For a few hours the vicinity of the mouth of the Willamette where it empties into the Columbia resembled a well-filled harbor. There were three steamers, a dredge, two tugboats and a raft of logs mixed up together.

In ramming the Alliance the City of Panama pushed the former within a few hundred feet of the houseboat occupied by the United States engineers, the latter having a comparatively narrow escape.

The Regatta at Astoria.

The biggest Regatta and County Fair ever held in the state of Oregon will be tendered to the citizens of the west on September 2, 3 and 4. Plans are on foot to make this affair the Henley of the west and the largest crowd of visitors ever visiting the seaport of the Columbia River will attend the big celebration.

The Oregon Press Association will be the guests of the city during the regatta and fair, which will be held in connection with the Norwegian Sangerfest of the Northwest. The latter commences on August 30 and lasts until the close of September 2. This feature of the celebration alone will bring four hundred trained singers under the leadership of Signor Sperati, and several thousand visitors from all parts of the western states.

The arrival of so many Norwegian singers has enabled the Astoria Chamber of Commerce to put on a feature of the Regatta which will be of intense interest to every person visiting Astoria. This will be the arrival of two Viking ships manned in the style when might was right in the northern seas. It will bring back the days when pagan gods were worshipped, when prisoners walked on red hot bars to prove their innocence of crime, and when ships were propelled by many oarsmen on either side of the ship.

Dragon heads will decorate the front of the ships and shields will hang in rows from the gunwales. A Viking king will stand on deck with a huge broadsword and lead the crews in singing old Norse war and love songs. This feature of the regatta will be an

innovation never before presented in America and will not fail to interest everybody.

Wm. Haywood Candidate.

Clarence Darrow spoke for two days in the Haywood trial at Boise pleading for his client. All correspondents agree that Darrow's speech was one of the most eloquent and dramatic ever heard in a court room. The dispatches report him as saying: "You men of the prosecution, you men of the mine owner's association, you men who are seeking the life Haywood, not because he is Haywood, but because he represents a class, don't be short sighted, so foolish as to believe that you strange the Western Federation of Miners when you tie a rope around Bill Haywood's neck; don't be so blind as to believe that when you make three fresh new graves here in Idaho that you have killed the labor movement in this world. When Bill Haywood is gone millions of other willing hands will carry on his work to victory in the end." The jury retired Saturday, July 27, and Sunday morning returned a verdict of not guilty. The verdict was received with manifestations of great joy by Haywood's friends. Prominent socialists say they will make Haywood their candidate for president.—Commoner.

Boy Wanted.

We have a position for a bright intelligent boy who wishes to learn the printing trade. Boy about 16 years of age wanted, and one that is willing to apply himself to the work. Call at this office Saturday morning.

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