

# STORY OF WRECK

Thrilling Narrative Told By A Survivor of the Damaru—Ship Explodes

The following from the Oregon Journal of Dec. 30 possesses a local interest due to the fact that Fred Christiansen, the steward of the ill-fated vessel, was a citizen of Bandon, where he was building a home with the intention of retiring from the sea after the voyage in which he was shipwrecked. It is barely possible, though not probable, that he was one of the seven men in the boat with Mr. Nolan. Proceedings have begun in the Probate Court here for the administration of Christiansen's estate, with no known heirs:

Mourning as dead for a month, A. E. Nolan, third officer aboard the ill-fated, Portland built, steamer Damaru, arrived home Sunday morning, none the worse for the 25 days spent in an open boat in mid Pacific.

More like fiction—a tale of Jack London or Stevenson—the story told by Nolan of the wanderings about the broad expanse of the Pacific, in an open boat, with rations running low, ever on the outlook for land or a friendly sail. Accompanied by a convoy of sharks, grim reminders of the fate that possibly awaited them, the nine men drifted about, subsisting for the greater part of the time on a half a cracker and two swallows of water a day, and when the crackers were about exhausted, on the fins of flying fish.

Mr. Nolan left Manila November 25, and was returned to America on the army transport Sheridan, arriving in San Francisco several days ago. He returned to Portland immediately, arriving at the Union depot Sunday morning. There he was met by his wife, his brother and sister-in-law, who for 25 days had believed him dead, after the first tidings of the destruction of the Damaru reached Portland. He returned to his home at 1169 Ivon street, and, though none the worse, physically, for his trying experiences, declares that he is done with the sea, that others can listen to the call of the briny deep, but that in the future a little cottage in Forland is good enough for him.

According to the story told by Mr. Nolan, the Damaru left Guam October 16, 1918, and at 5:20 p. m., three hours after crossing the bar, a severe thunder and lightning storm, accompanied by torrents of tropical rain, broke. Nolan was on the bridge at the time; the lightning striking close to the vessel. The third bolt struck the Damaru, tearing into kindling the deckhouse sheltering the officers' and petty officers' mess and setting the wooden ship afire immediately. Nolan was knocked unconscious by the bolt, and thrown about 15 feet from the bridge. On regaining consciousness he heard the captain order all hands to the lifeboats. The Damaru carried a cargo of gasoline and high explosives, and the officers and crew knew that to attempt to fight the flames would be useless. In one hatch were 2000 drums of gasoline, and 10 carloads of crated gasoline. In the hold, aft, was stored a large quantity of powder and high explosives.

Considerable trouble was experienced by the raw crew in lowering the life-boats, few of the men knowing how to operate the new style tackle. The canvas coverings over the boats, and the fact that the boats were set one above the other, added to the confusion, and when the boat was finally swung clear of the steamer's side one end was lowered more rapidly than the other, with the result that it almost filled with water. Nolan counted his men and found that the boat contained seven white men and two Filipino mess boys, while the other boat, according to his statement, carried about 20 men.

Fearing that the flames would reach the dangerous cargo any minute, the men made haste to put as great a distance between themselves and the Damaru as possible. When half a mile from the steamer, which at this time was sending a column of flames several hundreds of feet into the air, a distinct explosion was heard, and the hull of the luckless ship disappeared. According to Mr. Nolan's opinion, the flames did not reach the powder or high explosives, the explosion of the gasoline being responsible for the destruction of the steamer.

During this time Nolan's boat was in sight of the other boat and the sea was lit up for some time by pieces of wood, which, saturated with gasoline, continued to burn in the water. Communication by lantern signals was attempted but as the two small craft gradually drifted apart the two boats soon lost sight of each other.

Believing that Guam was the nearest land, Nolan and his little crew rigged a sail when daylight appeared and headed in an easterly direction. For one and one half days they stood

by, with hopes of picking up the coast of the little island, but finally, becoming convinced that their reckonings were wrong, changed their course and ran for islands which they believed were north of them. For eight days they continued on this course suffering by day from the fiery tropical sun, shivering at night from chill and exposure, drenched by tropical rain, and buffeted about by the heavy seas.

At the end of the tenth day, the nine survivors again changed their plans, and made the Philippine Islands their goal. For 15 days then they continued in a general south-westerly direction until they finally landed on Rapurapu Island, 25 days after the destruction of the Damaru.

For the first two weeks the men existed on three biscuits and two swallows of water a day. Rations becoming low, the allowance was cut to two, and then to half a biscuit a day. For the last ten days a convoy of gruesome, man-eating sharks hovered about the little boat. Flying fishes, venturing too near the craft, were killed with the oars, the fins cut off and hung up on the mast to dry, and, after being dried, eaten by the men. The nine were never in a bad way for water, enough being caught in the sail during the frequent rainstorms to supply their wants.

The men suffered considerable pain from sunburned heads, necks and shoulders, caused by the burning sun, and from the sea spray, which, striking the raw parts of the body, caused intense suffering. The nights were cold, the men lacked proper clothing and for a great part of the time were continually drenched, and soaked to the skin.

On November 10 land was sighted and the wretched and emaciated party landed on Rapurapu Island. They were well cared for by the natives and the following day taken to the town of Legaspi, where they secured a passage to Manila. Arriving at Manila, Mr. Nolan reported his version of the destruction of the ship and the subsequent wanderings of the boat's crew to Admiral Knight, commander of the naval forces in the Philippine Islands.

The seven white men were returned to the United States, but the two Filipino mess boys decided to stay in the land of their birth and to forsake the sea. According to Mr. Nolan, Starford Jennings, another Portland man aboard the Damaru, will return to the city in a few weeks.

### About the L. L. L.

Under date of Dec. 31, General Brice P. Disque, of the Spruce Production Division, writes the editor of the Sentinel as follows:

In view of the co-operation and assistance you have given the Spruce Production Division and the Loyal Legion of Loggers and Lumbermen during the past year, I am taking the liberty of thanking you most cordially and at the same time expressing the compliments of the season. It was about a year ago that the need of actively promoting patriotism in the forests in order to speed up the aircraft program became apparent and this Division called upon the newspapers of the Northwest for assistance. The response was splendid, and I feel safe in saying that the work of producing aircraft material in sufficient quantities might never have been accomplished but for the hearty co-operation and patriotic willingness of the newspapers to aid.

The Loyal Legion has grown into a splendid organization. It has eliminated the costly and useless industrial strife that for years handicapped the proper material and patriotic development of the Northwest. It has voted to perpetuate itself as a peace organization, and I hope you may continue to render what assistance you may in promoting harmony in the lumber industry during the period of readjustment. In view of the aid you have given this Division during the past year, please accept my assurances of sincere appreciation.

### For the Bandon Bar

Referring to the recommendation of the house committee at Washington for an appropriation of \$64,000 for the mouth of the Coquille, the Bandon World says:

The project calls for the deepening the channel between Breuer's dock and deep water outside, by blasting away the rocks to a width of 200 feet and a depth of 13 feet at low tide. According to government charts the bottom of the channel is solid rock with many projecting points that are a menace to navigation at some seasons of the year. However, since driving the piling for the jetty work now under way it has been found that a hard pan exists which might be mistaken for solid rock. If the rock indicated on the charts should prove to be a hard pan the operations would be much less expensive, in which case still deeper water could be gotten on the bar for the money to be expended.

The cost of the project would as in all similar projects be divided equally between the Port and the Government, each appropriating \$64,000.

### Spruce Division Goes Out

Headquarters office of the spruce units in Coos county were closed at Marshfield on New Year's with the withdrawal of the members of the staff to the Vancouver barracks.

Captain French and all the other officers there save Lieutenant Paul V. Jones, who remained as property officer and Captain Oliver Smith, who is in charge of the soldiers who remain in the county, went out Wednesday morning.

The enlisted men, numbering about 50, employed at the Smith mill left that morning also for Vancouver. Enlisted men at Powers have been going out every day since Sunday and it is expected that by the end of the next week every soldier who came to the county as a worker in the spruce division will be out of the county, save Lieutenant Jones.—Coos Bay Times.

Butter Wrappers and Trespass Signs at the Sentinel office.

### Chamberlain's Cough Remedy.

Before using this preparation for a cough or cold you may wish to know what it has done for others. Mrs. O. Cook, Macon, Ill., writes, "I have found it gives the quickest relief of any cough remedy I have ever used." Mrs. James A. Knott, Chillicothe, Mo., says, "Chamberlain's Cough Remedy cannot be beat for coughs and colds." H. J. Moore, Oval, Pa., says "I have used Chamberlain's Cough Remedy on several occasions when I was suffering with a settled cold upon the chest and it has always brought about a cure."

### NOTICE TO CREDITORS

Notice is hereby given that the undersigned has been duly appointed Administrator of the Estate of Robert E. Hillis, deceased, by the County Court for Coos County; and that all persons having claims against said Estate are hereby notified that they are required to present the same duly verified and with the proper vouchers therefor to the undersigned at his office in the First National Bank Building at Coquille, Coos County, Oregon, within six months from the date of this notice.

Dated this 2nd day of January, 1919.

A. J. Sherwood, Administrator of the Estate of Robert E. Hillis, deceased. 5145

### NOTICE TO CREDITORS

Notice is hereby given that the undersigned has been duly appointed Administrator of the Estate of George Hansen, deceased, by the County Court for Coos County, Oregon; and that all persons having claims against said Estate are hereby notified that they are required to present same duly verified and with the proper vouchers therefor to the undersigned at the office of A. J. Sherwood in the First National Bank Building at Coquille, Coos County, Oregon, within six months from the date of this notice.

Dated this 2nd day of January, 1919.

John Jackson, Administrator of the Estate of George Hansen, deceased. 5145

### MEMORANDUM FOR ADVERTISEMENT

Sealed bids will be received at 10:00 a. m. January 7, 1919, at the office of the Portland Lumber company, room 315 Chandler Hotel, Marshfield, Oregon, on the following amounts of lumber and sidewalks now situated at Beaver Hill Junction and at the Portland Lumber company's camps of the Spruce Production corporation along the railroad of the Moore Mill & Lumber company's camps of the —&— Lumber Co. The Moore Mill & Lumber Co. has agreed to deliver the lumber and materials reclaimed at either Beaver Junction or Leneve for \$15.00 per car to be paid by purchaser. This charge includes the hauling of empty car in and the loaded car out. All buildings are new and not weather beaten. The lumber, unless otherwise designated is rough No. 1. The buildings were used only for a short time. The lumber is contained in fourteen buildings and about 400 feet of sidewalk fourteen feet wide and about tents' bottoms and walls.

The following list of materials were used in the erection of these buildings:

- 1x 4 in. 9,132 ft. B. M. Rough.
- 1x 6 in. 644 ft. B. M. Rough.
- 1x 6 in. 38,173 ft. B. M. Shiplap.
- 1x 8 in. 59 ft. B. M. Rough.
- 1x10 in. 1,160 ft. B. M. Rough.
- 1x12 in. 22,576 ft. B. M. Rough.
- 2x 4 in. 17,170 ft. B. M. Rough.
- 2x 6 in. 4,510 ft. B. M. Rough.
- 2x 6 in. 46,348 ft. B. shiplap decking.
- 2x 8 in. 9,356 ft. Rough.
- 2x10 in. 37,156 ft. B. M. Rough.
- 2x12 in. 2,440 ft. B. M. Rough.
- 3x 8 in. 432 ft. B. M. Rough.

- 3x10 in. 28,210 ft. B. M. Rough.
- 3x12 in. 8,352 ft. B. M. Rough, 4x4 in.
- 4x 4 in. 286 ft. B. M. Rough.
- 4x 6 in. 2,520 ft. B. M. Rough.
- 4x10 in. 16,860 ft. B. M. Rough.
- 6x 6 in. 11,364 ft. B. M. Rough.
- 6x 8 in. 8,298 ft. B. M. Rough.
- 8x 8 in. 7,067 ft.

The following list of piling will be sold at the same time, this piling now being stored at Leneve on the Coquille River:

- 74 16 ft.
- 87 20 ft.
- 74 24 ft.
- 9 24 ft.
- 28 30 ft.
- 3 32 ft.
- 5 34 ft.
- 3 36 ft.
- 1 28 ft.
- 2 26 ft.
- 2 16 ft.
- 1 20 ft.
- 9 24 ft.

Minimum top of all this piling is 9 inches.

The representatives of the Spruce Production corporation and Portland Lumber company reserve the right to reject any and all bids. Certified check in the amount of 10 per cent of the bid must accompany each bid. 5012.

### NOTICE OF FINAL SETTLEMENT.

Notice is hereby given that the undersigned has filed his final account in the matter of the Administration of the Estate of Sidney I. Darrin, deceased, and that the County Court for Coos County, Oregon, has set Saturday, the 25th day of January, 1919, as the day, and the County Court Room in the County Court House at Coquille, Oregon, as the place for hearing objections to said final account and the settlement of said Estate.

Dated this 24th day of December, 1918.

A. J. Sherwood, Administrator with the Will Annexed of the Estate of Sidney I. Darrin, deceased. 5015

### NOTICE

Notice is hereby given that J. D. Bennett, Contractor, has completed his contract for the construction of the Fox Bridge over the north fork of the Coquille River, near the line between Sections 15 and 22 in Twp. 28, S. R. 12, W. W. M., and that the County Roadmaster has filed his Certificate of the completion of the contract, and any person, firm or corporation having objections to file to the acceptance of said work, may file the same in the office of the County Clerk, within two weeks from the date of the first publication of this notice, to-wit: from the 20th day of December, 1918.

Dated at Coquille, Coos County, Oregon, this 19th day of December, A. D., 1918.

L. W. Oddy, County Clerk. By Myrtle Knowlton, Deputy. 4913

### Redemption Notice

All Coos County warrants drawn on the general road fund and indorsed prior to Sept. 1st, 1918, will be paid on presentation at my office in Coquille. No interest will be allowed on any of these warrants after the 20th day of Dec., 1918.

T. M. Dimmick, County Treasurer.

### Professional Cards

J. A. RICHMOND  
PHYSICIAN and SURGEON.  
Richmond-Barker Building.  
Coquille, Ore.  
Phones, Office 626, Res. 214.

W. C. CHASE  
ATTORNEY-AT-LAW  
Richmond-Barker Bldg  
Coquille Oregon

DR. G. W. LESLIE  
Osteopathic Physician  
Graduate of the American School of Osteopathy of Kirksville, Mo.  
Office in Eldorado Block.  
Marshfield Oregon

DR. C. W. ENDICOTT  
DENTIST  
First Nat'l Bank B'ld'g - Phone  
Main 11, Coquille, Oregon.

J. J. STANLEY  
LAWYER  
Office in First National Bank Building, Coquille, Oregon.

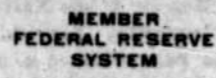
A. J. SHERWOOD  
ATTORNEY AT LAW  
First National Bank Building  
Coquille Oregon

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Can there be any doubt that confidence in the Federal Reserve Banking System as a national shock absorber has contributed largely to the tranquility of business and banking during these tense months?

If you appreciate what this new nation-wide system has been doing for you, you can support it and add to its strength by promptly becoming one of our depositors.



First National Bank  
Coquille, Oregon

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One Barrel of Cups and Saucers  
One Single Cup if you wish or a Dozen

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New & Second Hand Cook Stoves  
Heaters---Wood and Coal

Springs & Mattresses. Iron & Wood Bedsteads  
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Oil Lamps, Chimneys, Lanterns  
1 good 14-in. Iron Beam Oliver Plow, almost new

## A WORD to the WISE

When you need neat, new and nifty Letterheads, Envelopes, Circulars or other advertising matter, The Coquille Valley Sentinel is ready to fill the bill. We also have a large stock of Business Cards, Fine Papers and Envelopes, plain or linen finish, and can give you something neat for your office stationery

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QUALITY PRINTING

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Long Distance  
Telegraph  
Coos & Curry  
Telephone Company  
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## THE ONE INDUSTRY IN COQUILLE

that has operated continuously since its establishment some fourteen years ago has been your Laundry.

Rain or shine, good times and bad, it has been on the job. We have a number of customers that have patronized it continually from the beginning. We are grateful for this appreciation of our service. Our aim is to improve the service in every way possible. We wash every thing washable.

COQUILLE LAUNDRY D. Hurley, Prop.

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