

WOOD

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Mill Wood
Fir Wood
Limbs

Delivered in any quantity
R. O. SMITH
Port Orford.

Purebred Poultry & Eggs For Sale

Including Bronze Turkeys, Toulouse Geese and Chickens, White Wyandottes, Barred Rocks, Buff Orpingtons, R. I. Reds, S. S. Hamburgs, Silver Campines, Brown Leghorns, Anconas, Blue Andalusians and Minors.

Hillside View Poultry Ranch
George Bennett, Prop'r.
Denmark, Ore.

Dr. F. A. Vogt

Resident Dentist
Bandon, Oregon

Will make periodical visits to Langlois and Port Orford. All work guaranteed.

NOTICE.

Port Orford telephone office hours are the same as all other small offices—8 A. M. to 8 P. M., except for doctor or accident calls. This is giving the noon hour so farmers can call when in for lunch. Don't abuse this right and doctor and accident calls can be answered promptly. The ring for these calls is one long and six or eight short.

SIX ELK TELEPHONE CO.,
By E. L. WHITE, Mgr.

Undertaker

Caskets sent to all parts of the county

Tomb-Stones Ordered and Set Up.

Prices Reasonable.

E. A. Lindberg

PORT ORFORD

Lodge Notice.

Port Orford Lodge No. 170

A. F. & A. M.

Meets Saturday evening following full moon. Visiting brethren welcome.

AMES S. JOHNSTON, W. M.

W. T. WHITE SR., Sec'y.

Curry County Abstract- Realty Company.

Gold Beach, Oregon

Has the Only Set of Abstract Books in Curry County

Eighteen Years Experience

Prompt, Efficient Service

W. A. WOOD, Manager

Trespass Notice.

Notice is hereby given to any and all persons not to hunt, fish, trap, or cross with dog or gun over the land owned by George Good of Portland, Oregon, and Frederick Pfister of Tomales, California, and lying between Hubbard creek and Brush creek, and bordering on the ocean in Curry county, Oregon, and now leased by the undersigned. Prosecution will follow any violation of this notice.

W. T. WHITE, Sr.
JAMES C. WHITE.

To Whom It May Concern.

I, the undersigned, hereby give notice that I have a conveyance from the Patentee to tidelands and water lots in the Harbor of Port Orford, Oregon, on a portion of which a part of the wharf is erected without my consent. All parties are hereby warned not to drive piles or trespass in any manner whatsoever on said tidelands or water lots.

Miss ANNA O. DAW.

Local Happenings

Mr. and Mrs. J. B. Curl were Bandon visitors over night last week.

R. O. Smith has recently completed a small dwelling on his property on Seventh street.

The dance and basket social at Sixes Saturday night promises to be largely attended.

Mrs. Roger Hanley has been away during the past week visiting her mother at Portland.

John Fromm Sr. returned last week from a trip to the Willamette valley.

Jesse Sutton returned Saturday from accompanying the Colhagen sheep drive as far as Dora, in Coos county.

E. J. Baker, from his home near Garbus, has been in Bandon during the past week having some dental work done.

S. P. Peiro has had his right arm laid up for the past several days as the result of an ugly kick when cranking his jitney.

E. L. White has resigned his position as deputy sheriff, and the Port Orford neighborhood is now without an official of that character.

Preparations are being made at Denmark for a large funeral when the body of Clem Atkinson, the soldier boy who died in France, arrives home for burial.

Mrs. Haworth, one of the heaviest stockholders in the Inman mines on Sixes, spent a day or two in Port Orford last week while on her way to visit the mines.

The Port Orford Masonic lodge will hold a special meeting next Saturday evening for the purpose of work. All members are requested to be present, and visiting brethren are invited.

J. M. West, of Sixes, is reported in a critical condition with lung trouble. Mr. West has not been in good health for the past year or two and is now confined to his room.

Chas. Marks, the Rogue river countryman, passed down the coast one day last week returning home from a trip to Portland where he had been to sell the summer's pack of fish.

J. V. Bost and Bob Perry went out to Salal Springs last week on a hunting trip where they have since been sticking out the wet weather. Mr. Bost expects to trap in that vicinity during the winter.

Harry T. McCullen of North Bend, auditor for the State Industrial Accident Commission, was in town over Monday night while checking up work for the commission as far south as Brookings.

Mr. and Mrs. John D. Loucks are planning to leave shortly after election to spend the winter at Santa Monica, California. Mr. Loucks has a sister residing at that place, with whom they will visit, and also a brother living near Los Angeles.

Samuel Montague is installing a hydraulic gine on his mine near Sixes. This was formerly a part of the Cyrus Madden Blanco Black-sand mines, and Mr. Montague has worked it profitably on a small scale and is confident he can do it on a larger one.

Bud Weiser of Portland, representing the Mutual Cream company, spent a day or two at Port Orford during the past week. Lloyd Knapp is local agent for the Mutual company and dairymen who have been selling their cream through him are well satisfied with results.

David McKenzie and family, who have been in Canada for the past year and a half, are enroute on their return to their home at this place. Having spent one winter in Canada, and with another one approaching, Mr. McKenzie's fine Elk river farm no doubt appealed to him more strongly than ever.

The government lighthouse tender Manzanita called in at Port Orford last Saturday evening and landed 80 cases of oil and other supplies for the Cape Blanco light. The Manzanita was the first steamer to tie up at the new wharf, and she was not in our harbor more than an hour until she had discharged her cargo and was on her way again. This is quite a saving in time over the wire cable which it takes a ship about three hours to get under,

Notices have been posted for the election on November 2nd.

Vote for Harry Backesto, Democratic candidate for County Treasurer. Pd. Adv.

You are vitally interested in Oregon having a port equal to any port on the Pacific coast. Initiative measure No. 310 on the ballot to be voted in November will provide Oregon with such a port. The cost will be borne by the people of the Port of Portland but all of the state must vote on it. Vote 310 YES on the ballot November second. Pd. A.

Divorce Case in Supreme Court.

The divorce case of Ivy Cox against I-ham A. Cox, which was tried before Judge Coke will be heard in Supreme court at Salem today. The parties live at Langlois. Cruel and inhuman treatment was charged and Judge Coke refused the divorce on the grounds that there was not sufficient evidence. The couple had lived together for many years. T. T. Bennett is attorney for the wife and C. F. McKnight attorney for the husband. Both will appear in the supreme court. The case was set for October 7.

Steamer Speedwell Lost in Hurricane.

Coos county people remember the steamer Speedwell, the fine vessel belonging to the Fyle-Wilson Company fleet, which prior to the war was a regular caller in the ports of Bandon and Coos Bay. A report from New Orleans, dated October 4, brings the sad news that the Speedwell has been lost. The report says: "Captain Charles Johnson master of the American steamship Speedwell, lost in last week's tropical hurricanes, went down with his ship, according to the wireless message received by the naval station here today from the steamship Lake Superior, now nearing Santiago, Cuba, with 13 survivors of the Speedwell."

"Captain Johnson, lashed to the bridge of the Speedwell refused to take a lifeboat, according to the wireless message."

"The first mate of the Speedwell, Frank Lomouour of New Orleans, was among those dead, according to the wireless message, leaving four unnamed dead, two of them women."

The Speedwell was sold during the submarine campaign early in the war, when ship prices were soaring. She was taken from Bandon to New Orleans. Later the Speedwell was seen in port there by Captain S. J. Mason, former Bandon physician who was stationed with the army forces at New Orleans.—Western World.

Prompt, Courteous and Efficient Service.

should be given the public by public officials. You as a voter and taxpayer of Curry county are entitled to demand and receive 100 per cent value for every dollar of salary which you pay your public servants. The duties of the County Treasurer do not require him to spend all his time in the office at the court house, yet in order to properly serve you when you need him, he should be available for public business at a moment's notice. When you come to town and have business with the Treasurer's office it is not a pleasant thing to have to search all over the country-side to find him.

I CAN PROMISE YOU that if I am elected Treasurer I shall be available for service at all times. My shop is located just across the street from the court house and when I am not in the Treasurer's office you will find me at my private place of business.

Therefore I promise you, in return for your vote, PROMPT, COURTEOUS and EFFICIENT SERVICE in office.

IT HAS BEEN A TIME HONORED CUSTOM in Curry county to elect at least one Democratic aspirant to public office. The custom is a wholesome one, bespeaking our electorate's independence of mere party thralldom, and should not be departed from. I will be the only Democratic nominee on the county ticket, and I do not hesitate to ask your support irrespective of party affiliations.

Should you honor me with the office, I promise to give you 100 per cent in service for every dollar of salary received.

Sincerely yours
H. BACKESTO.

The Port Orford Wharf.

The wharf built in Port Orford harbor during the summer by a Port district organized for that purpose has been completed. Persons competent to pass judgment upon such work, who have examined the structure, are unanimous in the opinion that it is one of the best and strongest wharves of its kind on the Pacific coast. The estimated cost of the wharf was less than \$25,000, but due to advance in price of labor and material, it now stands the port district about \$38,000. The building of the wharf was in charge of Hon. S. P. Felton, one of the members of the commission, to whom we are indebted for the following detailed description of its construction:

The wharf, as completed, is 625 feet long—260 feet from Wharf rock to initial point on shore and 365 feet from inshore side of Wharf rock to end of dock.

All piles used in the structure are first class old growth Douglas fir, winter cut, none smaller than nine inches at small end, butt cut, free from swellings, crooks and other defects. No piles were driven in the approach, so called, being that portion of the dock between the Wharf rock and Wharf rock, concrete foundations being made. After removing all boulders and sand down to bedrock, forms were made 8 by 24 feet and to a height necessary to bring them 2 feet above low water. The forms were then filled with concrete, provision being made for stepping each post. Pile posts of old growth winter cut timber were used.

The bents in the approach are 24 feet wide, composed of 4 posts 8 feet from center to center, capped with fir caps 14 by 15 inches and drifted to posts by 1 by 30 inch drifts. The floor system is composed of 5 stringers to the bent 6 by 15 inches with floor joists 4 by 15 between. The stringers are drifted to caps with drifts 7 by 22 inches, floor joists being toe-nailed. The bents are sway braced with 3 by 8 inch braces spiked with 8 inch galvanized ship spikes. Horizontal braces spiked the same as sway braces run from bent to bent as well as across the bent.

From Wharf rock seaward for a distance of five bents, the bottom being of such a nature that piles could not be driven and the piles not receding sufficiently to put in foundations similar to those on the approach above described, concrete piers were placed for each pile.

These piers are 5 by 5 feet and were built up to high water mark, iron piles being imbedded in the last mix of concrete at the point where the pile post was to set. After all the posts were placed and capped, the piers were built up 3 feet with concrete around the posts. An eye bolt was placed in the outside pier of each bent, a rod being hooked there-in and running up through the cap fastening it down to guard against injury from the seas that run and break at this point during the winter storms.

The first four bents seaward from Wharf rock have two 14 by 15 inch struts to the bent running from the caps downward at an angle of about 45 degrees, those from the first bent being stepped into Wharf rock and the others stepped into the concrete piers. Paralleling these struts are 1 1/2 inch rods with turnbuckles fastened into the rock and piers with eyebolts and tightened.

The wharf at the rock commences to widen to the east in order to utilize a larger rock for piers. The wharf at its widest part is 52 feet. The caps in every instance are of one piece, the longest cap being 53 feet. From this point the wharf tapers down to 40 feet. The berth portion of the wharf proper is 40 by 200 feet. From the Wharf rock out all stringers are 42 feet long, 12 by 14 inches, boxed or sized down over caps 1 inch, all stringers covering two panels and joints being broken alternately. There are five of these stringers to each bent, the intervening space being filled with 4 by 14 and 4 by 16 inch joists toe-nailed to caps. All caps in wharf are drifted with 1 by 30 inch drifts. Stringers are fastened to caps with 3 by 22 inch drifts, holes for all drifts being bored with augers one-sixteenth under size.

At the 5th bent from wharf rock pile-driving commenced. A 3,400 pound hammer was used and piles were driven without points of any kind. Before driving, the driver

was placed in position and a blast of from 8 to 6 sticks of 40 per cent powder was lowered and put off. Soundings was then made, and if the result was not satisfactory a second blast was made. This blasting formed a V shaped pithole, and the pile was then placed and driven to refusal in every instance where the penetration was less than 17 feet. After the pile was driven a water tight cylinder of non-rustable Arm-co iron, 24 inches in diameter, was placed over the pile and a follower placed thereon and said cylinder was driven into the sand and gravel, the pile-driver hammer being used. All piles before being driven were treated with a brush coat of boiling creosote and three spacing irons, in the nature of iron dogs, were put in each pile at a point estimated to be 3 feet above the bottom after being driven, this being for the purpose of having the cylinder spaced properly at the bottom of the pile. After all driving was done and cylinders placed, said cylinders were filled with concrete of 1 part cement and 5 parts sand and gravel. The concrete was placed in the cylinders by means of a tremie, or tube, thereby eliminating the use of a pump. No difficulty was found in sealing the bottom on the cylinders, thereby demonstrating that the blasting of the bottom and driving of the cylinders was a success.

A system of sway bracing was used consisting of two sets of sway braces of 1 1/2 inch iron in the end bent and two sets in the 5th bent from the end, two sets of lateral rods of like sized iron was placed in the end panel and the 5th panel from the end.

The wharf is protected with fender piles and dolphins. All fender piles used in dolphins were treated to protect them from the ravages of the toro, said treatment consisting of one coat of hot creosote covering of building paper, a coat of hot asphaltum, a covering of burlap, another coat of hot asphaltum, a sprinkling of sand then a covering of 3 by 2 inch battens nailed thoroughly and wrapped with wire, and a final coat of asphaltum. It is estimated that piling receiving this coating will withstand the toro nine years.

WESTERN WORLD.

Charles Hall of Marshfield, candidate for state senator, is in Bandon on business. Mr. Hall says word has just been received that the Copiquille Marshfield road will remain closed this winter, much to regret of Coos county people. The work will not be completed until next spring.

F. T. McMullen, former Denmark dairyman but now owner of Mac's Garage at Eugene, was in Bandon this week on business. He also visited his daughter, Miss Mae McMullen, who is a teacher in the local schools. Mr. McMullen is doing a fine business at Eugene. He is distributor for a popular make of tire in southern Oregon, Washington, Montana and Idaho, and has several salesmen on the road.

Notice of Final Settlement.

In the County Court of the State of Oregon, for the County of Curry. In the matter of the estate of Hanna Clausen, deceased.

Notice is hereby given that the administrator in the above entitled estate has filed his final account in the above entitled court and the court has set Monday the 1st day of November, 1920, at the court room in the town of Gold Beach, Oregon, at the hour of ten o'clock A. M., as the time and place for hearing objections, if any, to said report and for the closing of said estate and the discharging of said administrator.

A. ADOLFSEN,
Administrator of the estate of Hanna Clausen, deceased.

W. A. WOOD
ATTORNEY AT LAW
GOLD BEACH, OREGON

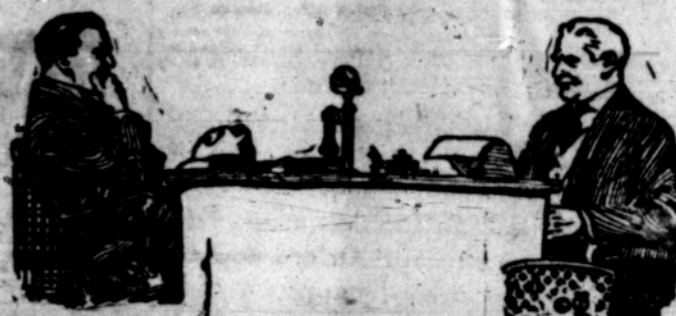
COLLIER H. BUFFINGTON
Lawyer

Gold Beach, Oregon

NERVES must be fed on pure, rich blood. Hood's Sarsaparilla is the best nerve tonic. By enriching the blood it makes nerves STRONG.

The Banking Methods of Today

are based upon the principles recognized and applied in the operation of the Federal Reserve System. You owe it to yourself to transact your banking business with a bank which is a member of this system.



Come To Us For Financial Advice

Part of Our Service to You as a depositor in this bank is consultation on your business problems.

It is a pleasure to have you come to us. We may not be able to assist—but be your problem large or small—it will always have the same careful consideration.

Our interests are mutual, and our policy is to be of practical help to our depositors.

Bank of Bandon

BANDON, OREGON

Port Orford Furniture & Hardware Store

Everything in the Hardware line, also Stoves and Ranges, Air O Lite Lamps, Stumping Powder and Fuse

Come in and hear our new Claxtonola Phonograph. It will play any record made; see these Machines before you buy.

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The Home of Home-Made Candies, Soft Drinks

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