

LODGE DIRECTORY.

Masonic.

BANDON LODGE, No. 133, I. O. O. F. A. M.
Stated communications first Saturday after the full moon of each month. All Master Masons cordially invited.
G. BOAK, W. M.
P. NELSON, Sec.

I. O. O. F.

BANDON LODGE, No. 133, I. O. O. F.
Meets every Saturday evening. Visiting brothers in good standing cordially invited.
J. L. STITT, N. G.
W. L. PEARSON, Sec.

Knights of Pythias

DELPHI LODGE No. 64, Knights of Pythias. Meets every Monday evening at Masonic hall. Visiting Knights invited to attend.
J. H. SHIELDS, C. O.
R. N. HARRINGTON, K. of R. S.

Foresters of America.

COURT QUEEN OF THE FOREST, No. 17, meets Friday night of each week, in Concrete Hall, Bandon, Oregon. A cordial welcome is extended to all visiting brothers.
W. D. MARSHALL, Chief Ranger.
A. RICE, Fin. Secretary.

Woodmen of the World.

SEASIDE CAMP No. 212, W. O. W. Meets in regular session the first and third Thursdays of each month in the Masonic hall. Visiting members are cordially invited.
A. RICE, C. C.
O. C. WALDVOGEL, Clerk.

PROFESSIONAL.

Dr. H. L. Houston,
PHYSICIAN & SURGEON

Office over Drug Store. Hours, 9 to 12, a.m. 1:30 to 4, p.m.; 7 to 8 in the evening.
Night calls answered from office.

BANDON, OREGON.

Dr. S. L. Perkins,
PHYSICIAN & SURGEON,

BANDON, OREGON.

Office at residence on Fourth Street.

Dr. D. L. STEELE

Resident Dentist

OFFICE OVER FURNITURE STORE.

BANDON, OREGON.

GEO. P. TOPPING,

ATTORNEY AND COUNSELOR AT LAW AND NOTARY PUBLIC.

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Bandon, Oregon.

C. R. BARROW

Attorney and Counselor at Law
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Blacksmiths and Wagonmakers

HORSESHOEING

Heavy Forging

Ship Work

and Logging Work

is our Specialty.

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You Can't Expect to Get \$2 Worth for \$1, But You Can Get Your MONEY'S WORTH at

M. BREUER'S

Dealer in Boots and Shoes

Repairing neatly and promptly done at lowest living prices.

The Talk of the Town

Square Sifter

(SPOKANE, WASH.)

Flour.

Sold by

H. A. COX

Company Builds its own Bridges.

Fifty Thousand Barrels of Cement Have Been Ordered.

Bridge work on the Drain-Marshfield road of the Southern Pacific is to be done by the company. This has been brought out through the fact a contract has been made for 50,000 barrels of cement, the first of which will be delivered in a few days, as it is aboard the French ship Laennec, which is due in the harbor tomorrow. Some of the material will come from Antwerp, and the remainder from other European ports.

A portion of the cement is to be sent direct from Portland to Drain by rail, while 30,000 barrels will be transported by water and delivered at Dean's Creek on the Umpqua River. As a light draft vessel will be required in order to enter the mouth of the Umpqua, the company is casting about for suitable tonnage, and a steam schooner is sought drawing not more than 15 feet. The material to be sent there will amount to about 7500 tons, and probably eight trips will be made.

So far as has been ascertained locally, Chief Engineer Hood, of the Southern Pacific, at San Francisco, is canvassing the bids filed for the building of the line. The first contract to be awarded will be for 40 miles, and unless construction is started soon, it is feared the winter weather will interfere largely with operations. The letting of the contract has been held up for some time, and no reason has been given for the delay. In the meanwhile material has been assembled at Drain; and with the taking over of the Spreckles properties on Coos Bay the Southern Pacific interests have materially strengthened their position. It is understood right-of-way matters have been settled for practically the entire distance.

The difficulties met with by the company in operating over the Siskiyou division during the Winter has left no doubt but that the Drain line will become the main artery of the system between Portland and the Bay City. While the road may be operated locally for a time, it will eventually be connected with the Bay City, and through freight and passenger business will be routed along the Coast.—Telegram.

Los Angeles, Aug. 7.—Local lumber dealers announce an advance of one dollar per thousand on Saturday. That will make the base price here \$26 per thousand feet, and the highest ever reached. The local advance is due to the trust price up the coast.

The Portland Journal of the 3rd says that the demand for lumber in California is so strong that every available carrier is being called into service, and freight rates have advanced considerably. The present quotations on lumber freights from northern ports to California ports range from \$6.50 to \$7 per thousand.

The W. R. Haines Music Co. Marshfield, will refund all expense of transportation, including a day's stop at Marshfield, to anyone purchasing a piano, coming from the following places or tributary thereto: Langlois, Bandon, Coquille and Myrtle Point. Have several different makes of all styles and finish. We carry piano players, pipe and reed organs, talking machines and a full line of sheet music and musical merchandise, also Domestic sewing machines. Easy payments.

Furnished Rooms

—AT—

The Pacific

BANDON

Nice clean rooms, 25 and 50c a night; \$1.25 a week; \$5.00 a month.

MRS. SARAH COSTELLO.

Contract Let For Drain-Coos R. R.

Contract for the first 40 miles out of Drain on the Coos Bay line of the Southern Pacific railroad has been let and work begun. The contract was secured by the C. E. Loss company of Portland and San Francisco. Within a year the line will be completed to the head of navigation on the Umpqua river and traffic will move by rail and boat direct from Portland to Marshfield and North Bend.

The C. E. Loss company has sent its superintendent of construction, W. J. Ford to Drain, and he is building barns and sheds for the accommodation of stock and materials. Several hundred men, 200 horses and mules and grading equipment will arrive at Drain next week. Mr. Ford is building a large barn in South Drain for the accommodation of the stock and a shed 40x190 feet for storing about 20,000 barrels of cement that will arrive in a few days for use in bridge foundations and culverts.

The Journal's Drain correspondent reports the the Loss company's representative is buying several hundred tons of hay and other provisions and is going at the work with an energy that means there will be not a day lost in getting the construction work well under way. All of the 10,000 tons of 75-pound steel rails for the Drain line have been piled up at Drain for weeks awaiting awarding of the contract. The grade stakes for the 80 miles of road have been set since last spring, but the engineering staff under William Hood, chief engineer of the Southern Pacific, was obliged to retake the field notes as they were destroyed in the San Francisco fire with other Southern Pacific records.

Every obstacle to the beginning of work is now cleared away, and the C. E. Loss company will push the work from this date with every means that equipment and money can command. All is bustle and excitement at Drain, it is said, and real estate is rapidly changing hands with the expectation that the town will become an important city.

C. E. Loss, head of the contracting firm, was seen at the Portland hotel today and admitted that the contract had been awarded to his concern last Friday. He said he preferred that the news should come from officials of the Harriman railroad companies. The contract has been let in four sections, the first of which the contractor hopes to have completed in 90 days. This will carry the grading 10 miles out from Drain and by rail it immediately the equipment can be conveniently handled for the work of the second section, which is heavy work and includes three or four tunnels, one of them about 4,000 feet long.

Asked about probable progress of the work Mr. Loss said:

"We hope to get the first 10 miles completed quickly, and rails laid. This will enable us to open the tunnel work and get our men inside before the fall rains begin. We can then push the tunnel work all winter. The line should be completed the entire 40 miles in a year."

He said no trouble is anticipated in getting all necessary equipment and materials on the ground immediately and sufficient men to carry on the work in good shape. It so happened that he had about 250 head of stock just off another job, and these he was able to put into the Drain undertaking at once. There is every indication that the company will build the 40 miles of railroad awarded to it in the shortest possible time. Asked what the cost of the line would be, Mr. Loss said:

"That is something you must see Mr. O'Brien or Mr. Hood about." It is learned from other sources that the contract awarded the Loss company amounts to about \$3,000,000.—Portland Journal.

Port Orford.

Rufus King is acting in the capacity of mail-carrier between Port Orford and Langlois.

E. H. Chasver and family of Langlois have returned from a visit with relatives at Gold Beach.

A little girl of Joe Knight's, at Catching creek, was terribly burned a few days ago in a tubful of boiling water. Fears are entertained as to her recovery.

The thanks of this community are due to Al Marsh for the energetic manner in which he has pushed the construction of the road leading to the picnic grounds and for his assistance in fixing up the latter, as he has gratuitously given the matter his entire attention for the last week or so.

The many friends of Johnny Crewe, the young man who was sent to the Asylum from Curry county about a year ago, are glad to learn that Johnny has been pronounced cured and is discharged from that institution. It is thought that he will return to his old home at Ophir and reside with his parents.

Mart Sherrard was treated to rather a startling surprise last Sunday, when returning to Port Orford from the Carey place. He was riding leisurely along the county road two or three hundred yards from John Fromm's residence at Brushes creek when a grown panther suddenly sprang into the road but a few feet in advance of the horse and rider, which caused Mart to see visions of "Home Sweet Home," and made him a willing rider to the bolting horse that was soon retracing his steps at a lively gait. The Fromm boys were notified and with the aid of their valuable dogs succeeded in bagging the varmint.

We clip the following obituary of Dr. Green from the Davenport (Wash.) Tribune:

"Dr. T. C. Green died at St. Luke's hospital Spokane, Friday, July 20, 1906, cirrhosis of the liver. Dr. Green was born in Indiana August, 1846. He attended the common schools and graduated from Wabash Medical College and practiced in Clay county, Indiana for a number of years. In 1889 he left there and came overland to Davenport. He resided here for about three years, but did not practice medicine. He then went to Valley, Stevens County and followed his profession ten years. From there he went to Curry county, Oregon and was practicing there as a physician when he was taken ill and removed to the hospital in Spokane where he died. The remains were brought here Saturday evening and interred Sunday under the auspices of the Woodmen of the World. Services were held in the Christian church, Rev. Thomson preaching the sermon. Six children mourn the loss of the father. Dr. Green was highly respected as a citizen and physician and his extensive acquaintance and many friends regret his death.—Tribune.

LOCAL NEWS 18 YEARS AGO

From the Recorder Aug. 18, 1888.

Robert Walker and wife returned Friday evening from a month's visit in California.

Alfred Machado, has a brother Jacinto Machado, visiting here from New Orleans, where he has been in business for the past fifteen years. It is probable that he will conclude to stay on the coast.

Messrs. Chenoweth have the frame work up for the largest and strongest barn in Curry. They are building it for W. S. Marshall on his dairy at New Lake.

R. D. Hume will try to catch salmon in the sea off Rogue river.

Sam Barrows formerly of the river returned on the Arago a week ago Friday from San Diego where he has been for a year or more. While the boom proper has collapsed, Mr. Barrows says there are hundreds of Eastern and Coast people going in there yet.

Married—At Bullards, Aug. 15th, 1888, by Robt. Bullard, J. P., Mr. Andrew Carlson and Miss Louisa Russell.

THE WATER IS FINE AT



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High Patent, Eastern Washington Flour.

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Eastern Oregon Flour.

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D. P. STRANG, Jr.

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1400 ACRES CEDAR TIMBER handy to tide water.

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C. S.

McCulloch

Abstracter

Correct Abstracts for any part of Coos County furnished on Short Notice.

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