



# Bandon Recorder.



Volume XXII.

BANDON, OREGON: THURSDAY, SEPTEMBER 20, 1906.

Number 38.

## Burlington Also Coming

### From Casper, Via Boise to Coos Bay.

The Burlington will build to Coos Bay. This was the statement made to the representative of the Harbor at Boise, Idaho, by Judge J. H. Richards at the time of the irrigation congress. Mr. Richards is president of the national mining congress.

Mr. Richards said that he had just returned from a railroad trip and that on the train was the chief engineer of the Burlington. The engineer stated that his road intended to extend to Coos Bay. This was a positive declaration and announced as a settled fact. The statement that Coos Bay was to be the ocean terminus was equally positive.

Judge Richards was firm in his belief that the Burlington intends to build west via Boise to Coos Bay. The present western terminus is at Casper, Wyoming. Caspar is almost due east of Coos Bay. The shortest and best route to the ocean is at Coos Bay. Therefore we can well believe that the Burlington has planned to make our port its Pacific terminus.

The Burlington is controlled by Jim Hill. It has long been apparent that Hill designed to seek an outlet to Coos Bay. His speech at Portland last year when he said he hoped someday to look further south was an intimation to this effect.

It is the assurance that we can get a deep water harbor that is attracting the attention of transcontinental railroads and more than one line will build when the improvement becomes a reality. It will be a great day for Oregon when the Burlington reaches Coos Bay.—Harbor.

Steve Gallier is again mine host at the Topper House, having taken charge of the house Tuesday. Geo. Laird is yet undecided as to what he will do in the future, but he thinks Bandon is the only town in the county and will probably remain here.

## Engineers Find Rogue River Not Navigable.

Grants Pass, Or., Sept. 17.—It has been determined by competent engineers, who were employed by the Grants Pass Commercial club, that Rogue river, between Grant Pass and the point of its confluence with the Illinois, is not navigable, even with flatboats or barges. The investigation was made in the hope that some means might be used to employ the river in transporting heavy mining machinery from here to the mines of the lower Rogue district, thus obviating the expensive and tedious method of carrying the ponderous equipment over the mountains from West Fork by pack pony.

But the engineers, after making a thorough survey, declare the old Rogue cannot be navigated. In truth, it has been tried, with disastrous results, time and again, but the accidents were always thought to be the fault of the navigators themselves. Even log rafts cannot be successfully floated or run down the river because of its treacherous current. The protruding rocks, swift current, rapids, cataracts and falls make the Rogue a terror to all manner of craft, and the engineers report that it could not be cleared sufficiently to allow even a barge to go down it in safety, without an enormous expense, as much of the channel would have to be blasted clear of obstructions.

Our enterprising merchants, Panter Bros., are to be congratulated upon having secured the agency from Wadams & Kerr Bros. of Portland, for the exclusive sale of the famous "PURE WHITE" FLOUR which is without a doubt the finest hard wheat family flour milled on the Pacific coast. They have a large stock on hand and several shipments on the way. The housewives of Bandon ought to congratulate themselves that this brand of flour is obtainable on this market.

Don't forget that Dr. Steele, dentist, is located in Bandon.

House and lot on First St., Bandon \$775. Bandon Real Estate & Loan Co.

Mrs. J. C. Laird was a visitor to Coquille this week.

Wanted—Millwright. Write to Box 41, Bandon, Or.

Large business block in Bandon, \$4000. Bandon Real Estate & Loan Co.

J. L. Thompson and wife of Coquille are visiting Bandon friends this week.

Ed. Lorenz and sister, Miss Edna, of Coquille, are visiting Bandon relatives this week.

St. John's church—Rev. Horsfall will hold services Sunday morning at 11 o'clock and evening at 7:30.

Jas. Province and wife of Mitchell, Or., are visiting Mrs. P's mother, Mrs. Swift, and other relatives here.

The steamer Elizabeth came in this trip with a full union crew and is now able to carry passengers again.

W. P. Cecil and wife, J. H. Cecil and Miss Cora Strang will leave for California on the Elizabeth tomorrow.

Work is progressing nicely on the new foundry building and it will be rushed to completion before the fall rains set in.

Miss Irene Lamb, the music teacher, will visit Bandon hereafter on Friday and Saturday, instead of Tuesday and Wednesday.

A. J. Marsh drove up from Port Orford Tuesday with Mr. and Mrs. Kronenberg who have been visiting relatives there.

Commissioner E. A. Anderson of Marshfield was a Bandon visitor this week, and was viewing some bad bridges south of town.

The steamer Dispatch has been on the mud flat this week undergoing repairs and a general overhauling. The Liberty has been taking her run.

F. F. Wood and family arrived here from Mayfield, Cal., on the Elizabeth. Mr. Wood is the principal of the Bandon schools for the coming year.

Chas. St. Dennis and John Dewey of North Bend went to Cape Blanco yesterday morning where they have a contract to paint Jas. Hughes new house.

The steamer Alliance will hereafter ply only between Coos Bay and Portland, leaving Coos Bay Wednesday, and returning, leave Portland every Saturday night.

Service at the Methodist Episcopal church, next Sunday at 11 a. m. This is the last service of the Conference year, Subject, "The Godspeeds and Farewells of Life."

Jas. Armstrong had one of his fingers split open by the saw in the Aberdeen mill Monday. It required five stitches to close the wound but Jimmy thinks he got off lucky.

The fishermen's strike has been declared off, the canneries agreeing to pay 18 cents each for silversides and 35 cents for chinook. The run of fish is light yet but is getting better and a good run is expected soon.

Mr. and Mrs. P. Jerngensen and Mr. and Mrs. M. J. Taylor wish to express their thanks through these columns to many friends and neighbors for assistance rendered them after the Parkersburg fire.

It is reported that Sudden & Christensen will build a ship-yard at Prosper and soon commence work on another new vessel. E. T. Kruse will also build another steam schooner about the size of the Elizabeth for the Coquille trade. The Casco which was recently launched at Marshfield for the Coquille trade will probably not run here as the vessel draws too much water.

Two indictments were returned in the circuit court against two North Bend saloon keepers for allowing gambling in their places. The complaints were made so late that the cases could not be tried at this term of court, and the defendants gave \$300 bonds for their appearance at the next term.

Notice.

My wife, Floy I. Osborn, having left my bed and board without cause or provocation, I hereby notify the public that I will pay no bills incurred by her on and after this date. SILVESTER E. OSBORN, Dated at Bandon, Or. Aug. 30, 1906.

## Coast Line Road.

### San Francisco Call Says S. P. is to Build This Road.

San Francisco, Sept. 12.—The Call to-day said:

"The Southern Pacific has decided to build a coast line railroad to Portland at once. It will run direct from Drain, Ore., to Coos Bay and from Coos Bay to Eureka. It will run over the Santa Fe line to Camp Five, over the new line which it is constructing jointly with the Santa Fe to Sherwood, and over the line of the California Northwestern to Tiburon.

"Furthermore, a holding company is being organized by President Harman, of the Southern Pacific, and President Ripley, of the Santa Fe, to own all the trackage between San Francisco and Eureka. The object of this holding company is to permit harmonious joint usage of tracks.

"These properties include the California Northwestern, the North Shore, the Santa Fe line from Eureka to Camp Five, and the joint line between Sherwood and Camp Five. Trains of the Southern Pacific and the Santa Fe will run jointly over the sea lines from Eureka to San Francisco. The object of this holding company is to permit this harmonious usage of tracks.

"The announcement of the determination on the part of the Southern Pacific to build a coast line to Portland at once came as a surprise to railroad circles. The announcement was made today that the preliminary survey north had been completed and that the coast route to Portland had been determined upon. Locating engineers have been in the field for a month, and part of the final alignment has already been completed. The force of engineers has been increased so that the construction work may be begun before the winter closes.

"It is generally believed in railroad circles that the determination on the part of the Southern Pacific to build at once is to head off a possible hostile movement by the Goulds, who are building the Western Pacific into San Francisco, and who are looking with eager eyes on the Oregon coast country.

"The visit of J. H. McClements, the right hand financial man of the Goulds, to Portland, without doubt quickened the Southern Pacific's belief that its rival might capture the territory.

However that may be, the Harman line has lost no time sending out its locating engineers and buying up its right of way. The combination with the Santa Fe in the formation of a holding company insures it an everlasting route from Eureka to San Francisco, without the cost of construction and maintaining a new line. It also gets the advantage of the time, as the connection between Sherwood and Camp Five can be built in a short time.

The construction to Coos Bay from Drain has already been begun. The Southern Pacific has a line from Portland south to Corvallis. The completion of this line to Coos Bay will be accomplished within a year. The Coos Bay Roseburg & Eastern railroad runs 22 miles south from Coos Bay over to Coquille river. This line belongs to the Southern Pacific and will be extended through the Rogue River mountains to Luffenholz, following the coast. The little road from Luffenholz to Eureka will be used instead of building a new track.

"The line from Eureka to San Francisco excepting for the connect-

ing link from Sherwood to Camp Five, has already been built and will be used as the southern division of the Portland coast line.

"The opening of the coast line to Portland will open up a vast section of rich agricultural, mining and timber lands that have heretofore been almost inaccessible. It will give a railroad entrance into hundreds of little coast towns which have depended upon small steamers for their entire communication with the outside world. When this line is completed it will be possible to go from Portland to Los Angeles by a scenic road running for hundreds of miles within a stone's throw of the Pacific ocean."

Langlois.

The attention of the people is again turned to the digging of oil wells in our vicinity. New and expensive machinery is now on the ground and work will soon be resumed and continued 24 hours per day. Several near-by ranches have been bonded, showing that those in charge mean business.

Mrs. Jensen took a business trip to Bandon last Saturday, returning Monday of this week.

Mrs. Williams, after spending a few days with friends here, returned to her home last Saturday.

Earl Goodman has been visiting friends here and returned up the coast the first of the week.

Mr. Furman, the piano dealer, has been here and there among the people the past few days. One of the results is the purchase of a fine new piano by E. H. Cheever, and Miss Ethel is now the happiest young lady in town. We will be only too glad when more of our homes are brightened in the same way.

Miss Anna Fromm of Brush creek is visiting friends here.

Mr. and Mrs. Wm. Marshall and Miss Maggie Russell returned from Roseburg Monday, having made the round trip twice this season.

Jas. Chenoweth has just purchased an acre of land near the school house from F. Langlois. It will make a good building site. James seems to be preparing for future happiness.

Mr. Jas. Olsen and Mr. P. Haugen have recently sold their timber claims at profitable figures.

## Steam Schooners Resume Carrying Passengers.

Commencing with the departure of the steam schooner Northland, Captain Jamieson, for San Francisco next Monday night, the steam schooners plying in the lumber trade between this port and points along the California coast will again carry passengers, their licenses having been returned upon the re-employment of union sailors.

During the sailors' strike none of the many coasters carrying lumber out of Portland carried passengers because it was considered too risky to endanger the lives with inexperienced men on deck. The inspectors at San Francisco also insisted upon competent crews if the boats wanted to engage in the passenger traffic, and so travelers have been compelled to go overland or await the departure of either the steamer Roanoke or F. A. Kilburn. Although these craft have been taxed to their capacity, many people could not afford the long wait between sailings and so had to go by rail.

A telegram from San Francisco yesterday afternoon announced that henceforth the steamer Alliance, operated by the Gray Steamship company, will make Coos bay her Southern terminal running out of Portland, which means that she will cut Eureka off her route. This will enable the steamer to make a round trip out of Portland once a week and plans are now to have her sail from this port every Saturday night, returning Thursdays. This will give the Coos bay interests better service and will be much appreciated there. Another steamer will probably be secured to go on the Eureka run. At present the steamers Roanoke and Kilburn touch there and the intention of the North Pacific Steamship company is to also have the George W. Elder make Eureka a port of call on her Portland-Los Angeles run. The Elder will be ready for business in another month, so it was figured this morning. She will be launched Monday or Tuesday.—Telegram.

## Get Ready for the Fishing Season

We have a big stock of Gum Boots, Rubber Coats, Oiled Pants, Aprons, etc.

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