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Volume XXIII.

BANDON, OREGON, THURSDAY, APRIL 4, 1907.

Number 14.

LODGE DIRECTORY.

Masonic.

BANDON LODGE, No. 115, A. F. A. M.
Stated communications first Saturday after the full moon of each month. All Master Masons cordially invited.
G. BOAK, W. M.

I. O. O. F.

BANDON LODGE, No. 133, I. O. O. F.
Meets every Wednesday evening. Visiting brothers in good standing cordially invited.
ROBT. JOHNSON, N. G.
L. J. RADLEY, Sec.

Rebekah Lodge No. 126.

MEETS Every 2nd and 4th Tuesdays. Practice night first Wednesday of the month. Social Evening the 3rd Saturday of the month. A cordial invitation extended to all members in good standing.
MRS. L. L. LEWIS, N. G.
PEARL ERICKSON, Sec'y.

Knights of Pythias

DELPHI LODGE No. 64, Knights of Pythias. Meets every Monday evening at Masonic hall. Visiting Knights invited to attend.
R. E. L. Reddick, C. C.
B. N. HARRINGTON, K. of K. S.

Modern Woodmen.

TABLE ROCK CAMP, No. 9176, M. W. of A. Meets every fourth Saturday of each month at Concrete Hall. Visiting neighbors cordially invited to attend.
GEORGE LORENZ, H. C.
E. E. OKES, Clerk.

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. L. DAVIDSON, Chief Ranger.
G. TYLER, 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 over Furniture Store. Office hours, 10 a. m. to 1 p. m.; at other hours call at residence.

Dr. D. L. STEELE

Resident Dentist

OFFICE IN OLD BREWER BUILDING,
BANDON, OREGON.

GEO. P. TOPPING,

ATTORNEY AND COUNSELOR AT LAW
AND
NOTARY PUBLIC.

Fire Insurance.

Bandon, Oregon.

C. R. WADE

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Estimates given on any kind of buildings. Address Bandon, Oregon.

Some Interesting Information

RATES DISCUSSED.

Communication from California on Transportation.

We are in receipt of a communication from a gentleman having business interests in both San Francisco and Bandon, that will give light on the railroad question, and the shipping facilities now existing. He gives some interesting figures, and as he is situated in a position that gives him the inside track on the railroad question, the information can be relied upon. The Southern Pacific will eventually build through this territory, and we will stand a far better show of having requests granted than the towns that are devoting their spare time to knocking railroad methods and management. Following is the letter, and it will settle several questions on the shipping problems:

A few days ago the writer received two copies of the Coquille Sentinel, which had evidently been delayed in transit. The object of this letter is to correct some mis-statements made regarding transportation between Coos Bay, the Coquille River, Portland and San Francisco.

It appears that the Coquille merchants are having considerable trouble in obtaining supplies from Portland, and the local Chamber of Commerce wants the Portland merchants to run a steamer direct from Portland to Bandon and have made statements regarding the amount of business to be obtained.

Without a doubt Bandon merchants will be pleased to have a steamer run direct between their city and Portland, but I do not think that Bandon merchants, or even Coquille merchants, will contract or guarantee enough business to make a steamer pay. The commercial interests of Bandon are largely centered in San Francisco, and at the present time the steamer Elizabeth is making regular trips between San Francisco and Bandon.

There is one steamer building at Coos Bay and another at Bandon for this trade which gives three steamers to Bandon before the end of the summer; these three steamers should average at least two trips per week. You will see from this that Coquille City merchants need not have any fear that they cannot get their supplies or be subjected to the "serfdom of Harriman and the Southern Pacific" as feared by the editor of the Sentinel.

Replying to this expression, I do not hesitate to say that the Southern Pacific in the near future will be of much more value to Coquille City than Coquille City will ever be to the Southern Pacific.

The circular letter of March 9th states there are hundreds of tons of freight waiting on Portland docks for shipment to Coquille City; it is unfortunate that the exact number of tons is not stated as the truth of this statement is likely to be criticized. Article second states that it is frequently thirty days before the local railway will forward. In reply to this it can be said that this statement is intended to mislead, as the average time for forwarding freight from Marshfield to Coquille is very much less than thirty days. So this will have to be considered as an exaggerated statement.

Article third is one regarding the geography of Coquille City; perhaps the Portland merchants need this, but it is to be presumed that most of the merchants know where they are selling their goods.

Article fourth is one on freight rates, which I will say something about later.

Article fifth states there are thousands of cords of matchwood on the docks at Bandon waiting to be shipped to Portland; this is a whopper, as the oldest inhabitants of Bandon say "there never has been one thousand cords of wood on the wharves at one time," and that one thousand cords of matchwood is enough to

supply the Portland market for three years; also, if there were three hundred cords of wood waiting shipment to Portland they would not mean for shipping it the same as they have done in the past without asking assistance from the Portland Chamber of Commerce.

Article sixth interests no one. Article seventh says, "Our citizens are loyal to their state." It is to be hoped that this is true, but patriotism soon plays out when prices on merchandise have to be considered.

To an outsider it appears that this "merchant's appeal" has been made to create and foster a prejudice against the Southern Pacific Co. and to advertise a steamboat that a San Francisco party has for sale.

The editorial of March 1st states that Harriman never will be able to throttle the coast towns, etc. It does not look as if he was trying to do this at the present time when the Southern Pacific Co. makes a forty-cent rate on shingles from Marshfield, as against a fifty-cent rate made by steamers from Eureka, with a ninety-cent rate from Puget Sound ports and an eighty-cent rate by the steamer running direct from Bandon.

The Southern Pacific Co. makes a fifty-cent rate from Coquille City on shingles shipped from Bandon; for this, the Bandon shingle makers without a doubt are willing to extend their thanks to the Southern Pacific Co., as at times it has been impossible to ship direct from Bandon to San Francisco at any price, as accommodation could not be had.

Matchwood—the rate by steamer and sailing vessel direct to San Francisco is eight dollars and fifty cents—while from Cedar Point via Coos Bay the rate is six dollars. The freight rates on shingles and matchwood have been adjusted by the Southern Pacific Co. since they obtained control of the railroad and steamers, and it is to be hoped that they will soon erect a warehouse at Cedar Point, where they will be able to receive and distribute general merchandise without having the same pass through Coquille City, thereby saving delays and cartage on all merchandise to and from the river towns.

If the editor of the Sentinel wishes to take up the question of rates it will be well for him to give his attention to the individual items which are liable to be shipped from Coos County, compare the charges made by the Southern Pacific Co. with those made by steamers running to Portland, Eureka and other Coast ports; when he finds that the Southern Pacific Co. are charging too much on out-going merchandise, let him take it up in a quiet, gentlemanly manner and the chances are that he will be doing a great benefit to both farmer and Southern Pacific Co.

There is no particular reason why Coquille City should have any more trouble over freight charges than Bandon; both towns have the opportunity of shipping by river and ocean, "God's own highway" which the Southern Pacific Co. does not control.

It may be that Marshfield and Coquille City residents feel somewhat disappointed at the prospect of their towns being located on side-tracks and not on the main line as it is expected Bandon will be, and it will probably be some time before they will become reconciled to the conductor's call—"Junction City, change cars for Marshfield and Coquille City."

The Southern Pacific Co.'s railroad is coming to stay, and the articles recently published in the Sentinel are not calculated to create a favorable impression with those who might be looking for future homes.

The style of writing indulged in by the editor of the Sentinel may amuse him but certainly cannot injure the Southern Pacific Co.

Bandon people will welcome the building of the road, and the first request to be made to the Southern Pacific Company, should be, to erect the proposed warehouse without delay at Cedar Point, and then urge the building of the main line between Bandon and Coos Bay.

Bandon bids fair in the future to be a manufacturing town and this will not be overlooked by the Railroad Co. At the present time the people on the lower river have considerable trouble to get their freight bills;

where the trouble lies we are at a loss to know, but one thing we do know, and that is, that the bills are from one to two weeks behind the delivery of freight. This method causes considerable trouble and has a tendency to promote shortage claims; and while we know that the Southern Pacific Co. must do business on business principles, still some one along the line needs jacking up.

Scabies Rages in Flocks.

Salem, Or., March 30.—Thorough inspection of the sheep flocks in Western Oregon will begin immediately by the several Deputy State Inspectors under the direct instruction and supervision of one of the most competent assistants of Dr. S. W. McClure, chief of the Federal staff of inspectors in Oregon. Dipping, which will also be conducted under the supervision of this Federal official, will begin shortly after the shearing season, in April and May.

This was decided last night by State Commissioner W. H. Stensloff, of the First District, after a long conference with a Federal Inspector at the Willamette Hotel. Commissioner Stensloff also announced his appointments of Deputy Inspectors to conduct the inspection in the several counties of the district as follows: Marion County, J. W. Jones, of Jefferson, and Ed Ziegler, of Gervais; Benton and Lincoln, Peter Whitaker, Corvallis; Polk, C. M. Lewis and G. T. Boothby, of Monmouth; Lane, Dr. J. Christy, Eugene; Douglas, Ben F. Nichols, Riddles, and Dr. Hunt, Oakland; Washington, John W. Sewell, Hillsboro; Linn, Lee Miller, Albany, and J. C. Davis, Shedd; Jackson and Josephine, C. E. Tull, Medford, and Yamhill, Dr. Nunn, of McMinnville. Inspectors for Clatsop, Tillamook, Columbia, Multnomah, Clackamas, Coos and Curry Counties will be announced later.

"The prevalence of scabies among sheep is so serious in this state," said Commissioner Stensloff, "that Oregon has been quarantined against by every state in the Union. Since Oregon, however, has adopted a suitable code of laws for the complete eradication of the disease, the sheepmen will demand protection against other states, and State Inspector W. H. Lytle will ask Governor Chamberlain to issue a proclamation declaring a quarantine against Washington, Nevada and California, which have not enacted laws for wiping out this contagion."

"There are, in round numbers, over 1,300,000 head of sheep in Oregon east of the Cascade Mountains, and over 276,000 in the counties comprising the First District, or Western Oregon."

Fences Must Come Down.

Washington, March 29.—In response to a telegram from Governor Brooks, of Wyoming, Secretary Garfield states that he cannot make any departure from the order requiring that fences on the public lands be removed. Governor Brooks' telegram was addressed to the Secretary of Agriculture, and is as follows:

"Owing to the extent of cattle mangle in Laramie, Albany and Converse Counties, Wyoming, it would be very dangerous to have all the fences removed that President Roosevelt has ordered down, as cattle would be at large and spread disease everywhere. A few months' time should be given those cattlemen to dip infected herds before the fence order is enforced."

The communication was referred by Secretary Wilson to Secretary Garfield, and the latter replied:

"As Congress did not amend the fencing law as suggested by the department, I cannot make exception regarding special fences. The facts to which you refer were fully known last winter to the cattle and sheep interests affected, and ample notice was given of the result if no legislation were enacted. No action other than the enforcement of the law can now be taken by the Government."

What is worth doing is worth doing well. Send your Watch Repairing to V. R. Wilson, the watchmaker at Coquille—over 20 years experience.

Wellesley Ready For Voyage

LOAD AT NORTH BEND

Waiting to Cross the Bar, at Bandon Commercial Co's. Dock.

The new steam schooner Wellesley, built at the Prosper ship yard, is lying at the Bandon Commercial Company's wharves waiting for the bar to become calm enough for the tug to venture out. She was towed down the river from the ship yard Monday afternoon, and since then almost every person in town has been down to look her over.

She is certainly a fine vessel and Captain Lindqvist is proud of her. She has been built by day labor instead of contract work and every timber has been inspected, making her one of the strongest built boats on this coast.

On account of the local strike only 125,000 feet of lumber was loaded on her but she will take up the balance at the Simpson Mill at the Bay. She will load 800,000 feet on her initial trip, and as soon as the engines are in will ply between the Bay and San Francisco. It is thought she will carry over 800,000 feet when all of her machinery is installed.

A number of our town people were shown over the vessel. The boat has no passenger accommodations, being built for freighting only, but the crew's quarters are convenient and roomy. Capt. Lindqvist informs us he will have a crew of twenty men, including sailors and engineers. Word has been received here that her engines and other machinery are finished and waiting at the dock in San Francisco, ready to be installed on her arrival.

The Bowdoin, the sister boat is progressing finely considering the draw back in the strike and weather. The stem was laid this week, and it begins to look something like a boat.

House, barn and 3 lots in Bandon, \$1350. Bandon Real Estate Co.

Port Orford Notes.

From the Tribune.

George Wilson, who for several years has been foreman of Hume's packing department in the Wedderburn cannery, has been in town several days, enjoying a well earned vacation.

Franz Nordberg was the lucky finder, Tuesday last, of a large government buoy with about 35 feet of chain, which came ashore on the beach a short ways below Hubbard's creek. The stray evidently came from Eel river as it is branded "E. R."

Some say that last Friday's gale was the worst of the winter. It certainly smashed more things up in Port Orford. At the wharf it picked up George Fort's fine Otter boat, which was tied down by strong lines that the wind broke, and lifting the boat in the air blew it many yards up the hill, clearing a high fence, and dropping the boat beyond it considerably damaged.

The capsized gasoline schooner "Bessie K" after remaining several days at Island Rock, below Port Orford, broke loose somehow and started back north, and got fast to the bottom again about a mile off Port Orford Heads, where she remained a couple of days, as if challenging some one to come to her rescue. Some of our boys went out to her, but not having suitable appliances could do nothing. She lies bottom up with but little list, and is so deep in the water that they could not tell whether she still has her deckload attached. The gale of last Friday set her again in motion, and the current swept her clear of Cape Blanco, and when last seen she was a mile or two off shore, ten miles north of the Cape and still drifting north. Whether there were any bodies on her is not known.

Estray Notice.

Strayed from my residence at Two-mile about February 1, 1907, one red cow, swallow fork in right ear and underbit in left, had bell; and one yearling bull, red with white face. Any information leading to their recovery will be liberally rewarded.

F. M. WANDLING, Bandon.

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