



Commercial Club Organized

ENTHUSIASTIC MEETING

Purpose to Boom and Advertise this Community Properly.

A number of the leading men of Bandon met at the City Hall last Friday evening and a Commercial Club was organized, with the fixed purpose of properly advertising Bandon and its immediate vicinity.

T. B. Wheeler was elected chairman for the evening, and gave an able address to the gathering. He showed how we could be benefited directly and indirectly by such advertising, and demonstrated without a doubt that we were sadly in need of such advertising. The country at large knows vaguely of Coos County, but very few come down to the Coquille Valley. For various reasons they hear but little of Bandon, and it is owing largely to the fact that we are not properly advertised. We have something more than a real estate boom here, and parties with money to invest; the desirable citizens and laborers, will all find welcome written on our door mat, and not on account of having something to sell. There are places that are infested with real estate dealers who have placed their property so ridiculously high that it not only scares the would-be purchasers and residents, but gives the entire community a "black eye."

Nearly all present at the meeting had something to say; their opinions as to how such a body should be conducted; as to the various ways of

advertising, and on their different experiences in locating in this country. Everybody was enthusiastic and all agreed that what is needed more than anything else here at present, are capitalists who would invest in industries mentioned above, and the only way to attract them here is to send out descriptive matter.

The Colonist rates will be on September 1st, and the fares one way will be very reasonable on all railroads coming west. In another column will be found an article on them by our special Portland correspondent. If you know of friends who expect to visit Coos County, tell them in your letters about Bandon and how to get here.

A committee composed of Messrs Wheeler, Wade and Treadgold, were selected to draw up a suitable constitution and by-laws for this body, and to report last night. Everybody is invited to become a member. A small membership fee per year will be required, not in any way to pay for advertising matter, but to pay the running expenses of the organization. The advertising will be done by subscription and by those who are more or less directly interested and benefitted.

Baseball Sunday.

The local baseball organization will cross bats with the Coquille team on the local diamond, and will redeem the game lost to them up river last Sunday. Hohn and Walker will pitch the game. The boys played a good game last Sunday, but played a hard combination. Six players were struck and a hard bump is not calculated to make expert ball players. Everybody turn out for an interesting game Sunday.

Passenger Steamship Columbia Rammed and Sunk by San Pedro

MANY LIVES ARE LOST - COLUMBIA SINKS IN LESS THAN TEN MINUTES.

Captain Doran Goes Down with his Ship - San Pedro is Towed Back to Port in Damaged Condition.

4 Life-boats land at Shelter Cove.

San Francisco, July 22.—Eighty-nine women and about 50 men were drowned like rats in a trap when the passenger steamer Columbia, bound for Portland, went down at midnight Saturday after collision with the steam schooner San Pedro. Every woman on board was drowned. Of the 249 souls, passengers and crew, who sailed on the Columbia, 98 were saved, but there was not a single woman among them. The Columbia left this port at 10 o'clock Saturday morning under command of Captain P. A. Doran. At midnight she was steaming under a slow bell off the Mendocino coast, enveloped in a dense fog. Twelve miles off shore and four miles to the north of Shelter Cove, Mendocino County, in latitude 39 degrees, 58 minutes, and longitude 123 degree, 10 minutes west, the Columbia was struck by the steam schooner San Pedro, south bound. An immense hole was torn in her port side, and in five minutes she had gone down in 86 fathoms of water.

So rapidly did the vessel fill that all the passengers below the hurricane deck and the engineering force at work in the hold were given no chance for their lives. Most of the passengers were women, and went down to death almost before the rush of water could have awakened them from their sleep.

Meanwhile, Captain Doran, with admirable coolness, launched four boats and two rafts from the starboard side. By leaping from the Columbia to the San Pedro 98 men escaped death, but brave Captain Doran went down with his ship and with the helpless women. The survivors were taken from the San Pedro Sunday morning by the steamer Geo. W. Elder, which was the first vessel to arrive at the scene of the disaster. Then with the San Pedro in tow, the Elder steamed to Eureka. She was spoken by the steamer Roanoke, and this vessel brought the first news of the terrible ocean tragedy to San Francisco.

The San Pedro was out of her course, and struck the Columbia at right angles on the port bow. She must have been steaming at terrific speed, for the Columbia was cut down to the water, while the San Pedro had her stem torn away and lost her mainmast. Then with her foremast sprung, her cargo gone and in a water-logged condition, the San Pedro backed away from the Columbia, but before a number of the latter passengers had leaped from that doomed vessel. Almost before the San Pedro had gotten clear the Columbia had sunk.

When the Roanoke sighted the Geo. W. Elder with the San Pedro in tow the two vessels were making slow progress toward Eureka, but they arrived there safely this morning. The San Pedro lost none of a crew of 18.

The survivors have been taken to Eureka and are being cared for there. The San Pedro must have been going at a terrific rate of speed inasmuch as her mainmast was snapped off short by the impact of the collision.

Assistant to President Frey, of the San Francisco & Portland Steamship Company, at noon today gave out the following figures:

Cabin passengers on the Columbia 168; steerage passengers, 21; total passengers, 189; crew, 60.

This makes a total of 249 souls on board.

Reported saved, 98; unaccounted for, 151.

LATER.

Later advices from the scene of the disaster report a smaller loss than given at first. The last dispatch to the Oregonian gives the unaccounted list at 72. A number of the women were saved. Four of the life boats were landed at Shelter Cove and the survivors are being cared for at Eureka. The blame is undecided, although a number of the passengers of the Columbia and seamen on the San Pedro state it was due to carelessness on the Columbia. Some assert the Columbia was going at full speed. Both vessels knew of each others whereabouts as they were whistling.

New Walk for the Gallier.

Gallier Bros. have set the pace for progressive business men in Bandon, by having a new cement sidewalk laid in front of their Hotel, "Allee sancee Portland." We understand that Lorenz and Hoyt will extend the walk past their business house, which will greatly improve the looks of that part of the main street, and will give the town a more metropolitan look. The first cost is rather high, but when durability and convenience is considered, the wooden sidewalks are not in it. With all of the new improvements on foot, wouldn't it be a good idea for the city dads to look into the matter of cement crossings and curbing that adjoin the walks that will be laid in the future.

For Sale

A brand new Oliver Typewriter, complete with metal cover, cost \$97.50, will sell for \$75.00. Enquire at this office.

How the National Forests Serve the Public.

"The Use of the National Forests," a publication just printed by the Department of Agriculture, is brief, clear manual for public information as to the forest policy of National Government.

It is too true, as the short preface to the public says, that "many people do not know what National Forests are. Others may have heard much about them, but have no idea of their true purpose and use." It is the object of this publication to explain just what the National Forests mean, what they are for, and how to use them.

In the first place, it is explained how the Forests are created and how their boundaries are drawn. Next, their use and value are shown from the point of view of the homeseeker, the prospector and miner, the user

of timber, the user of the range, the user of water, and other users of Forest resources. Third, it is shown how the Forests are intended for use, for the production of usable products, and for the establishment and maintenance of homes; how on all of them the timber is protected from fire, the water flow is kept steady, the forage on the range is increased and guarded from abuse; and how, in addition, they serve as great public playgrounds and as breeding places and refuges for game. Finally, the management of the National Forests is described.

Here it is that the great usefulness of the Forests is brought out most clearly and strikingly; for the Forests are managed by the people in their own interests, and every means is used to meet the desires and wants of all Forest users half way by dealing with them in the main directly on the ground and in all cases with the utmost practicable dispatch and freedom from red tape.

In a word, the special interest of this manual lies in its showing that the Forest policy of the Government both in principle and practice, is for the benefit of the ordinary man, for the benefit of every citizen equally.

There is still a tendency to think of the National Forests as "preserves" closed to use, and to leave the public lands exposed to unregulated individual exploitation.

Where these misapprehensions still prevail "The Use of the National Forests" will go far to correct them.

The book is written by Mr. Frederick E. Olmsted, whose intimate knowledge of conditions in the West and the policy under which the National Forests are managed especially fits him to deal with the subject.

Myrtle Point has a case of small pox and we are informed that several were exposed before it was known to be in their midst. Fortunately it is very mild and the local authorities are watching it very closely.

If it is pair of shoes you want, you will find them in the proper styles, prices and sizes at Lorenz & Hoyt.

J. H. Price Does Not Blame Dorris

HE DID HIS DUTY

Ship Yard Will be Rebuilt Site Has Not Been Decided Yet

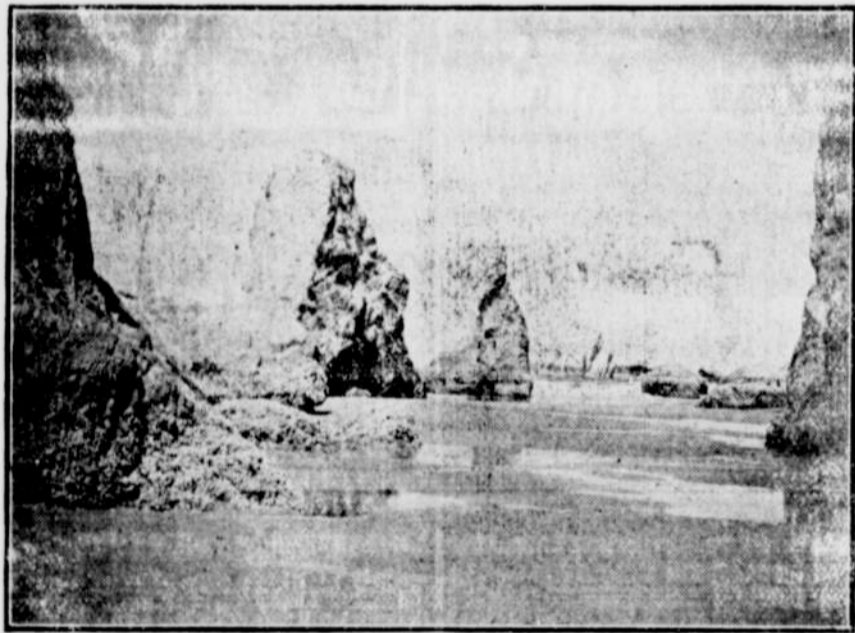
J. H. Price wishes to state that he does not in any way wish to give the impression that Nightwatchman, H. C. Dorris, was responsible for not giving the alarm of the fire at the Price Shipyard, when the two vessels and the buildings were destroyed. The fire is an unexplainable thing and the blame cannot be attached to anyone.

Mr. Dorris is an elderly man, and uses neither alcohol nor tobacco, and always has been very particular in attending to his duties. As their greatest dread was of fire, he used every precaution as a preventive, and made a regular beat over and through the boats at intervals all through the night. Mr. McKay was on the deck of the Daisy about halfpast ten that evening, and Mr. Dorris went the rounds at halfpast twelve, lasting until one o'clock. At that time there was no suspicion of fire. A few minutes past one, Mr. Dorris started for the river to get a myrtle chunk to put on the fire to keep steam up, and as he opened the door, the whole side of the boat burst out in a solid mass of flames.

He ran for the engine where he could sound the alarm with the whistle, but the steam had run so low that he could not make much of a noise with it. He had just barely time to get out of the burning building.

Mr. Price tells us that when he builds he will offer the position of night watchman again to Mr. Dorris, as he found him efficient in every way for the position, and has left him

[SEE LAST PAGE]



Opportunities and the Resources of Bandon and Vicinity.

A CLIMATE that alone offers inducements of greater magnitude to the seeker of health, than anything else. Warm winters and cool summers. The sea breezes impart life and vigor, and drive the heavy fogs, common to localities near the ocean far to the inland.

GREEN GRASS the year 'round which the stock raiser can readily see great possibilities in his line. The finest grazing facilities in the world.

SAW MILLS, Ship Yards, Shingle and Broom Handle mills, Woolen mills, Government Works, and all branches of Commercial lines well represented; all of these, and more, are favorable conditions for the laborer and mercantile investor.

SMALL FRUITS thrive and the climate is such as to cause long seasons, which stand the local Horticulturists in a way to become dangerous rivals to Hood River.

FISHING AND HUNTING that is unsurpassable. The brooks are filled with trout, and an abundance of wild game about the hills and valleys. Spend your vacation here, you will never regret it.



WE NEVER PUT SHODDY STUFF INTO OUR STORE THEREFORE WE NEVER HAVE SHODDY STUFF. QUALITY IS THE FIRST THING PEOPLE SHOULD KNOW IS GOOD WHEN THEY BUY AN ARTICLE. YOU WILL BE SURE TO GET GOOD QUALITY IF YOU BUY FROM US, EVEN THOUGH WE ARE NOW SELLING GOODS AT LOWER PRICES THAN BEFORE THE FOURTH, AFTER QUALITY, PRICE IS THE NEXT THING YOU WISH TO BE RIGHT, OUR PRICES ARE ALWAYS LOW ENOUGH TO BE HONEST PRICES.

RESPECTFULLY,

O. A. Trowbridge