

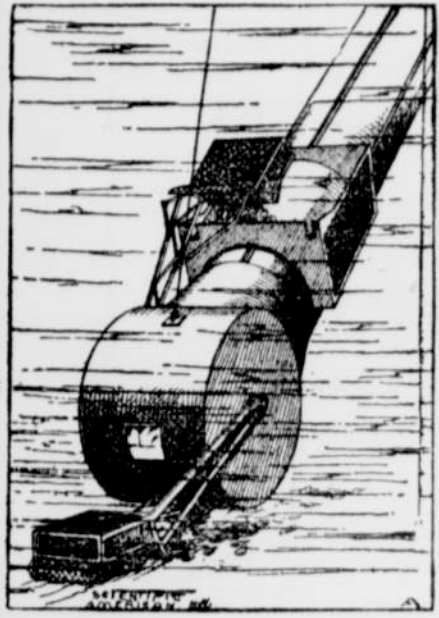
SUBMARINE WRECKERS.

Device For Recovering Treasure May Be Used to Dredge Oysters.

A new type of submarine wrecking vessel recently built in England for the recovery of sunken bullion and specie may also be utilized as an oyster dredger. The most interesting part of the plant is the submarine tube and working chamber. The former, built of steel plating, is hinged within the hull of the surface vessel. It is five feet in diameter and ninety-five feet long. Water ballast compartments are provided on either side, and there is a passageway down which the operators may walk when the working compartment is on the bottom.

The working compartment, also built of steel plating, is about eight feet across, with large doors opening out from its bottom and with provision for the admission of compressed air. The bottom door may be opened, and the compartment may be hauled to any desired position by the use of anchor lines.

The working chamber is fitted with observation ports for investigation of the bottom of the sea, which latter is lighted up by searchlights carried within the chamber. In working on a



WRECKER AND OYSTER DREDGE.

stationary wreck the chamber and tube would be moved preferably by anchor lines, but when a search for a wreck or other object is being made the chamber will either be suspended clear of the bottom and the surface hull with its submarine tube and chamber towed by a tug, or the chamber will be lowered to the bottom and the whole plant, surface and submerged, moved by means of a heavy mechanically driven tractor wheel projecting through the chamber and resting upon the bottom.

This last will be the method of progression adopted when the system is used in the pearl fisheries, for which the plant is particularly well adapted. The illustration shows the compartment fitted with two large mechanically operated rakes hinged, one on each side, at the axis of the chamber. This type of machine would be used on bottoms that are fairly clear of rocks, and the method of cleaning up oyster ground may be likened to that of a reaper cleaning up a wheatfield. The working compartment is wheeled back and forth over the oyster beds in parallel lines. When the rakes become filled the submarine compartment is stopped, the rakes are rotated and elevated by machinery within the submarine working chamber, and the oysters are dumped into a car which runs on rails on the top and sides of the tube, as shown. The car being filled, it is hauled to the surface and dumped of its load.

Economy of Concrete Bridges.

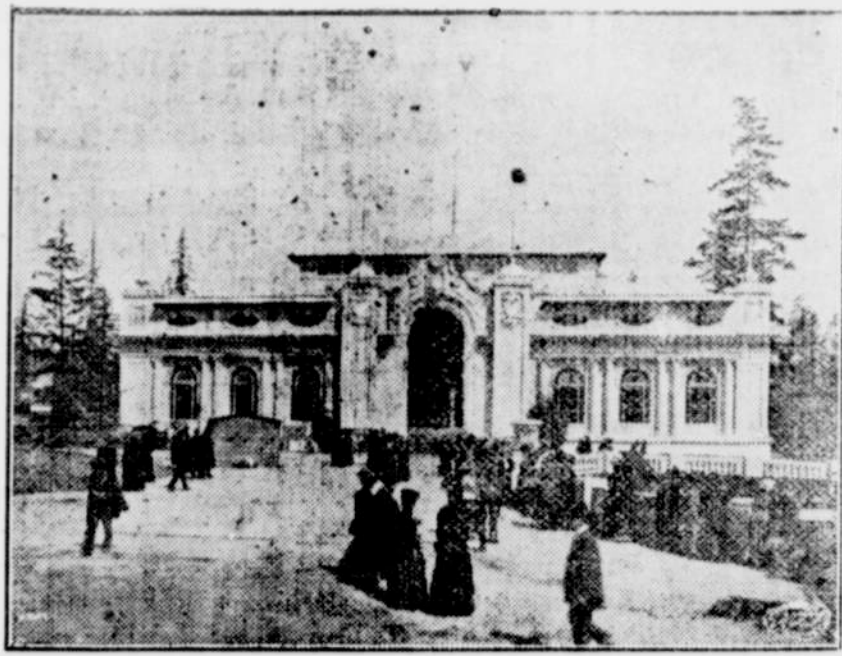
In the case of a steel bridge the labor and material are seldom found in the locality in which the bridge is built, whereas in the construction of a concrete bridge most of the labor and materials may be obtained at the site, and the greater part of the money expended for the bridge remains in the community. This is aside from the cost of maintenance and appropriate design, which are entirely in favor of concrete. It would be more economical under certain circumstances to pay from one and a half to two times as much in first cost for a concrete bridge as one of steel. There is good reason to believe that this represents the situation as it pertains to the average bridge instead of being the exception. How vastly more economical to use concrete where the cost does not exceed steel, which has frequently been the case in many sections of the country, in some instances bids for concrete being lower than for steel—Cement Age.

Automatic Train Stop.

The new automatic stop of two English inventors is arranged to shut off the steam of a locomotive and apply the vacuum brake without aid from either engineer or fireman. An inclined plane is fixed between the rails, and when the signal is set at danger this inclined plane is so raised that it comes in contact with a lever in the engine that acts on the steam regulator and applies the brakes throughout the train. In the tests made it has been shown that a train could be quickly brought to a stop in a fog or storm hiding the usual signals.

Properties of Ambergris.

The essential characteristic of ambergris is the penetrating and peculiar odor, similar to that of musk. It is so powerful and so diffusive in its perfume that the most minute quantity when mingled with any other strong scent is still perceptible. Its chief component is a fatty matter called ambrein, which is got by boiling ambergris in alcohol.



THE HAWAIIAN BUILDING, A-Y.-P. EXPOSITION, SEATTLE.

The building erected at the Alaska-Yukon-Pacific Exposition for the exclusive use of the Hawaiian Islands, occupies a prominent position on the Court of Honor next the central government structure.

Hawaii has prepared a more extensive and comprehensive exhibit of its marvelous resources than for any other world's fair. It will show all of its native fruits and vegetables; will offer an aquarium of live fish, and in various other ways interest the fair visitors. Fruits will be served by native girls and native orchestras and singers will be always on hand. A tank in the center of the structure will show the islands as they rest in the Pacific Ocean.

Upwards of \$100,000 has been expended in assembling Hawaii's display.

A Postal Romance.

By M. QUAD.

[Copyright, 1909, by T. C. McClure.]

Inspector Graham of the postal service happened to be at Chestnut Grove at the time the postmistress died, and he took charge of the office and did what he could in other directions. The deceased had left two daughters, one twelve and one eighteen. Squire Davis and two or three others sorely waited the burial of the widow before planning for the postmastership and invoking the aid of the inspector. This they did not receive, however. He promptly recommended Bessie, the eldest daughter, for the place, and she was shortly appointed.

For the next year the postoffice at Chestnut Grove was the best conducted of any on the inspector's route. Not the slightest fault could be found in any direction. Had the inspector visited the office four times in the year he would have covered his instructions, but his calls were made much oftener.

Before the year was up Miss Bessie had to admit to herself that the inspector was showing something besides official interest, and the knowledge embarrassed and pained her. She had learned that he was free to marry. And why all these visits if he was not in love with her? The girl had a secret. It was a secret from the inspector only, and she trembled every time he came for fear that he would discover it. A dozen different village gossips could have betrayed that secret, but they had not been encouraged to talk. Squire Davis had often had it at his tongue's end, but had checked himself and said:

"Not a word from me. I said there would be a scandal, and there will be."

The girl postmistress had entered upon her second official year, and Inspector Graham had arrived to pay one of his semi-social calls, when he was met by a storm of excitement. He had been doing a great deal of thinking during the past three months. He had satisfied himself that he was really and truly in love with Bessie and wanted her for a wife, and he believed that he had found favor in her eyes. On this occasion he meant to tell his love and know his fate.

"This is what has happened," said Squire Davis, who was the first to meet him as he stepped off the cars. "A registered letter containing \$50 for me has been lost in the mail."

"But Miss Jordan couldn't have taken your letter," protested the surprised and perturbed inspector.

"Mebbe not, but what about that fellow who's been hanging around there for a year?"

The inspector was an official now instead of a friend. He at once got to work on the trail of the missing letter, and before night he assured himself that it had actually passed through the office at Sand Hill, which was next on the east. This being so, it must have arrived at Chestnut Grove. The night of its arrival was a very stormy one, and there was no one in after mail until long after it had been distributed. Inspector Graham sat in the office and thought it out and knew that the letter had arrived and been taken. He could not bring himself to believe that Miss Bessie was the thief, and yet it hurt him to think that it might have been taken by another—the young man to whom Squire Davis had alluded. The girl had had a lover for a year past and had concealed the fact from him. It didn't occur to him that it was her right and that he had really no business to know, but he felt that an injury had been done him. There was but one way out of the business, and he took it. As he called the postmistress in he was more of the official than he had ever been.

"Miss Jordan," he began, "did Henry Williams assist you to distribute the mail on the evening of the 4th?"

"Yes," she replied as her face went white.

"And Henry Williams took the letter. You know he did."

"I—I can't be sure," she said as she broke down and sobbed.

"You never told me that you had a lover?"

"No. I didn't—didn't think."

"Why did he take the letter?"

"Oh, sir," sobbed the girl, "he wanted to go away and find work and earn money so that we could be—be married. It was a temptation. He must have taken it, but we'll pay it all back."

"And he loves you?" asked the inspector, with a lump in his throat.

"He does. I know he does, and if anything was to happen to Billy—"

When the inspector crossed the street to the inn Squire Davis was still in his office, hoping to hear that an arrest had been made.

"Well, will the girl lose her place and be sent to prison?" he asked as Graham came in.

"No."

"But why not? She certainly got my \$50."

"You didn't lose \$50. You lost only \$10. You had that sent to you hoping it would be taken. It was taken, but not by Miss Jordan. Henry Williams is the one, and there's your money back."

"But, sir, I demand—"

"You'd better drop it, squire. You have lied about the amount, and the authorities at Washington know that you've been lying to be postmaster here. Just spread the news that you've got your money and let it go at that."

And when morning came Inspector Graham went back to the postoffice to say:

"Miss Jordan, that registered letter is all right. Squire Davis has received it. And now, as I shall ask to be changed to another route and may not see you again for years, I wish to bid you goodby and wish you all the luck in the world."

Coquille River Transportation Co.'s Schedule

| | Leaves | Arrives |
|-----------|----------|-----------|
| Bandon | | Coquille |
| Coquille, | 6:00 a m | 8:30 a m |
| | 1:00 p m | 3:00 p m |
| Dispatch, | 7:00 a m | 10:00 a m |
| Favorite, | 1:30 p m | 4:00 p m |
| | Leaves | Arrives |
| Coquille | | Bandon |
| Favorite, | 7:30 a m | 10:30 a m |
| Coquille, | 3:00 a m | 11:30 a m |
| | 4:00 p m | 5:30 p m |
| Dispatch, | 1:00 p m | 5:00 p m |

The Coquille connects with the trains at Coquille for Marshfield and Myrtle Point.

The up river passengers can come to Bandon on the Favorite and have three hours here in which to do their trading and other business.

Contractor and Builder

Having moved to Bandon from Myrtle Point I will take up the business of contracting and building. Satisfaction guaranteed in all cases. I also have the Matheny & Rogers Well Auger and will be prepared to sink wells to the depth of fifty feet. I will also install flues and chimneys. Anyone desiring work in these lines call on or address

J. R. Johnson,

Box 153, Bandon, Oregon

BOOTS - AND - SHOES

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

Bring your

Job Work

TO THE RECORDER

Notice to Contractors

Notice is hereby given that sealed bids will be received for the improvement and construction of a portion of the county road in Road District No. 19, Coos county, Oregon, known as the "Bandon-Dairyville Road" from Johnson creek southward, according to the specifications on file with the county clerk of Coos county, Oregon, and a copy of such specifications in the hands of S. J. Culver, Special Road Master of R. D. No. 19.

Five per cent of amount of bid to be deposited with the county clerk with bid and all bids to be filed with the county clerk of Coos county, Oregon, on or before the 7th day of July A. D. 1909, at 10 o'clock a. m.

The county court reserves the right to reject any and all bids.

Dated this 5th day of June A. D. 1909.

S. J. CULVER,
Special Road Master of R. D. No. 19.

Notice to Contractors

Notice is hereby given that sealed bids will be received for the improvement and construction of a portion of the county road in Road District No. 19, Coos county, Oregon, known as the "Bandon-Bear Creek Road," according to the specifications on file with the county clerk of Coos county, Oregon, and a copy of such specifications in the hands of S. J. Culver, Special Road Master of R. D. No. 19.

Five per cent of amount of bid to be deposited with the county clerk with bid and all bids to be filed with the county clerk of Coos county, Oregon, on or before the 7th day of July A. D. 1909, at 10 o'clock a. m.

The county court reserves the right to reject any and all bids.

Dated this 5th day of June A. D. 1909.

S. J. CULVER,
Special Road Master of R. D. No. 19.

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has been appointed by the county court of Coos county, Oregon, administrator of the estate of Mary Ann P. Blackerby; all persons having claims against said estate are required to present them properly verified, together with the vouchers therefor, to the undersigned at Bandon, Coos county, Oregon, within six months from the date of this notice.

Dated this 3rd day of June A. D. 1909.

E. M. BLACKERBY,
Administrator.

NOTICE FOR PUBLICATION

Department of the Interior,
U. S. Land Office at Roseburg, Ore.

June 4, 1909.

Notice is hereby given that Reinhold P. Hempel, of Bandon, Oregon, who, on May 14, 1906, made Homestead Entry, No. 14066, S. R. 03984, for sec 1-4 of sw 1-4, sec 30; e 1-2 of nw 1-4; sw 1-4 of ne 1-4, section 31, township 29 south, range 14 west, Willamette Meridian, has filed notice of intention to make final commutation proof, to establish claim to the land above described, before G. T. Treadgold, U. S. Commissioner, at Bandon, Oregon, on the 21st day of July, 1909.

Claimant names as witnesses:
John Luke of Bandon, Oregon
John Stillwell of " "
Robert P. Hunt of " "
George Cox of " "

BENJAMIN L. EDDY,
Register.

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AT

The Pacific

MRS SARAH COSTELLO

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Carries a fine line of

Watches, Clocks, and Jewelry

AGATES CUT AND POLISHED

Agate Jewelry Made to Order

FINE ENGRAVING

If you wish a bottle cold—

Call at the Eagle,

If you love the goods that's old—

Call at the Eagle,

Taint no use to sit and blink

If you really need a drink,

Just make a sign or ring a bell,

And you bet they'll treat you right

Down at the Eagle

Alvin Munck, Prop.

BANDON, OREGON

The El Dorado

Rasmussen Bros., Props.

WINES, LIQUORS AND

CIGARS

Bandon --- Oregon

BANDON TRANSFER CO.

C. H. PATTERSON & SON

Dray and General Delivery

Meets all boats. Orders carefully handled

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The New, Elegantly Fitted and Speedy Steamer ELIZABETH

This steamer is new, is strongly built and fitted with the latest improvements and will give a regular 8 day service, for passengers and freight, between the Coquille river, Oregon,

First-class Passenger Fare, - \$7.50

Freight Rates, - \$3 on Up Freight

J. E. WALSTROM, Agent, Bandon, Oregon.

E. T. Kruse, managing agent, 24 California St., San Francisco.

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Room 3 over Vienna Cafe

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Rates \$1.00 to \$2.00 per day. Special rates by

week or month. Sample Room in [Connection.

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Portland and Coos bay Steamship Line

BREAKWATER

Sails from Coos Bay Saturdays at Service of Tide

Sails from Ainsworth Dock Portland Wednesday at 8 P. M.

W. F. MILLER, Agent, Marshfield

C. M. SPENCER, Agent, Bandon

SHIELDS & KENNEDY

BLACKSMITHS AND WAGONMAKERS

Wagons of All Kinds Made to Order Horseshoeing a Specialty

Job Work attended to promptly and all work guaranteed to give satisfaction. Prices reasonable. Shop on Atwater Street, Bandon, Oregon.

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BANDON - OREGON

Capital, \$25,000.

BOARD OF DIRECTORS: J. L. Kronenberg, President; J. Denholm, Vice

President; F. J. Fahy, Cashier; Frank Flam, T. P. Hanly.

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CAPTAIN CHRISTENSEN, Commanding.

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