



O. E. S. Convention.

The 11th annual convention of the O. E. S. Natal Day Association was held at Marshfield September 30, 1912.

Large delegations were present from Beulah Chapter No. 6, of Coquille, Elgin No. 24, of Myrtle Point, Occidental No. 45, of Bandon, Doric No. 53, of Marshfield, and Coos No. 59, of North Bend. In addition to these, Martha Chapter No. 48, of Gardiner, was represented by Mr. and Mrs. S. C. Gray of Gardiner; Roseburg Chapter No. 8, by Mrs. Jessie Davis, Worth Matron of that Chapter, and Naomi Chapter No. 22, of Dallas, by Dr. and Mrs. Mark Hayter, Mrs. Hayter being our most distinguished guest, the Worthy Grand Matron of the Grand Chapter of Oregon, O. E. S.

Other distinguished guests present were, J. L. Roy, of Coquille, first Grand Patron of Oregon, Mrs. Florence Bargelt, of Marshfield, Past Grand Matron of Oregon, and Mrs. Pepperdine, Past District Deputy Grand Matron of California.

PROGRAM.

At 12:00 reception at Masonic Temple; Address of welcome, by Jessie Marsh; Response to address of welcome, by D. D. Pierce.

Dinner from 2:00 to 4:00 p. m. Musical program at 8:00 p. m.

Presentation of Grand Officers and Matrons; Roll call; Presentation of "cup" by F. E. Allen; routine of business; election of Officers; closing.

Opening Chapter, by Doric No. 53; Initiatory Work, Coos Chapter, No. 99; Vocal Star and Drill, Occidental No. 45; Closing by Doric No. 53.

BANQUET

Toastmaster—F. E. Allen. "Our Association," Leta Drain Johnson, Elgin Chapter No. 24. "Why the Eastern Star," N. C. McLeod, Coos Chapter No. 99. "As Others See Us," S. C. Gray, Martha Chapter No. 48. "Neighbor Chapters," Jessie Davis, Roseburg No. 8. "Our Past Matrons," Susie Folsom, Beulah No. 6. "Our Absent Members," Alexandra Lando, Doric No. 53. "The Ladies," J. W. Mast, Occidental No. 45.

The above excellent program was carried out in a manner reflecting great credit on all who participated in the different parts of it.

Coos Chapter gave the Degree work and Occidental put on the Vocal Star Ceremony and Drill. Both Chapters were highly complimented upon their work by our distinguished guests and many others.

Coos Chapter won the Silver Loving Cup by a small percentage of representatives over Occidental chapter.

Although the rain poured down, we all enjoyed every minute of the afternoon and evening, and were royally entertained by Doric Chapter which never fails to extend generous hospitality.

The next annual convention will be held at Bandon in 1913.

Officers of the Association for 1913 are Mrs. Mary Gallier, president, C. R. Wade, vice president, Mrs. Rosa Bingham, secretary.

ROSA BINGAMAN.

Boarders Wanted.

Can accommodate ten boarders. Inquire of Mrs. L. McCue, first door east of Jas. Mast's store. 66 tf

School Teachers.

Nice sunny front rooms one block from school house, suitable for 2 or 4. L. I. WHEELER, Plank Road. 69 tf

Death of John McLeod.

John Kenneth McLeod was born Nova Scotia, May 18, 1855 and died at Bandon, Oregon, September 4, 1912, aged 57 years, 3 months and 16 days.

Mr. McLeod has been a resident of Coos county for a number of years and is well known to many people in this section. He moved to Bandon with his family a couple of years ago and has resided here most of the time since. Mr. McLeod leaves a wife and several children to mourn his departure. The funeral was conducted yesterday at the home in West Bandon and interment was made in the Bandon cemetery.

The McLeod family will have the sympathy of a large circle of friends in their time of bereavement.

Along the Water Front.

The Elizabeth sailed yesterday with 25 tons of freight, 225,000 feet of lumber and the following passengers: F. W. Rubenack, wife and two children, Thos. Guerin, wife and children, Miss Ellingson, Mrs. Johnson Miss Civald, Bet Berry, Geo. Hite, Wm. Hicking, G. M. Ebshire, D. P. Strang, J. C. Putman, Mark Rawlin, Thos. Echols, J. Savias, M. Savinas, J. Potany. The Elizabeth will leave San Francisco for Bandon Monday.

The Brooklyn leaves San Francisco tonight and will sail from here Monday.

The Fifield will be in port about the first of the week.

Worthy Grand Matron's Visit.

Wednesday evening Sept. 4, Occidental Chapter received a visit from Mrs. Margaret Hayter, of Dallas, Oregon, Worthy Grand Matron of the Grand Chapter of Oregon, O. E. S., it being her first official visit in the state. Occidental Chapter felt honored and entertained the distinguished sister in a very gracious manner befitting the occasion.

As the Worthy Matron closed her address of welcome to the Grand Matron, she presented her, on behalf of Occidental Chapter, a beautiful O. E. S. silver spoon, as a souvenir of her visit. On the handle of the spoon was a beautiful star in the emblematic colors, and in the bowl was engraved, "Occidental Chapter No. 45, Bandon, Or., 1912". Sister Hayter inspected the work of the Chapter and in the most gentle, loving manner gave the instructions necessary for its improvement. Her visit was short, less than 24 hours, but within that short time, by her gracious loving manner she has especially endeared herself to the members of Occidental Chapter, who were sorry, very sorry she could not remain longer.

ROSA BINGAMAN.

At the Orpheum.

At the Orpheum tomorrow night, "The Pendleton Round Up" 3000 feet of real thrills. Participated in by 2000 cowboys and 6 tribes of Indians. The world's best riders pitted against its worst outlaw horses.

3000 feet of other good pictures making a total of 6000 feet. Also Maud Leon, the Lady Dancer and Acrobat. A full evening's entertainment for 25 and 15c.

Col. R. H. Rosa and J. Hammerberg went over to Coos Bay and traveled through the hot sands of the Sahara Desert to Schrienerdom. J. Ira Sidwell a Shriner of this city was also over to see them ride the camel.

ENGLAND TO TEST

THE CANAL ACT

Great Britain Dissatisfied With Recent Regulations May Seek Redress.

Washington, D. C., Sept. 5.—No less than three separate and distinct lines of action are open to the British government in dealing with the problems raised by the passing of the Panama Canal toll act. It is assumed here that because there is more than one available avenue for British shipping to seek relief, the British foreign office has said the notice of appeal for arbitration is premature.

President Taft has indicated that there is one method by which the problem may be attacked. Congress, however, did not think well of the suggestion. This was to include in the act a paragraph giving jurisdiction to American courts to pass on whether the act constitutes a discrimination against British shipping in violation of the Hay-Pauncefote treaty. Another means of dealing with the British grievance is to allow any British shipowner to test under the existing law in any United States court his right to use the canal under the treaty on the terms equally with American shipowners. The last avenue of relief is through arbitration, although many publicists have held that owing to changes of sovereignty over the canal zone and other events that have developed since the Hay-Pauncefote treaty, Great Britain has no actual right to demand arbitration.

The possibility of complications with Great Britain and other maritime nations over the canal was anticipated at the session of Congress just ended by the House Interstate Commerce Commission which introduced a bill abrogating the free tolls provision. The bill is said to have the approval not only of a majority of the House committee but also to have been passed upon favorably if unofficially by the Senate committee.

Eugene-Coos Bay Road Incorporated in Calif.

The Del Norte Triplet of August 23d, says: "Articles of incorporation of the Willamette Pacific Railway Company of Oregon were filed at Eureka Monday. This is for the line that is being built from Eugene to Marshfield. The inference from the filing of incorporation papers at Eureka is that the road will be built south from Marshfield through Del Norte county to Eureka and a connection with the Northwestern Pacific now building into Eureka from the south."

"Two men supposed to be Southern Pacific engineers went through Crescent City from up-coast Wednesday, and continued on a trip south."

Parties who came up the bay this morning from Empire, saw the dredge hands hoisting an old anchor and chain from the bay. It was not learned whether the dredge cutter was damaged when it struck the anchor, but the iron and its chain were put aboard the dredge. It is supposed the outfit was lost by some schooner many years ago, as the lot showed deterioration.—Marshfield Record.

The set of books from the state library have arrived on steamer Anvil. Free for anyone to read or use at the Bandon Library, in Devereaux Bldg., rear post office.

Roosevelt Says Position is Analogous to Lincoln.

St. Albans, Vt., Aug. 30.—During the course of his speech here today before 5000 persons, Roosevelt was interrupted by a man in the audience who asked if the new party was the "Progressive Republican party." "No sir. It's a brand new Progressive party. When Abraham Lincoln left the Whigs there were some bigots who would not vote for him. The same bigots now won't stand with us. Do you get me?" The man who asked the question replied: "I get you, Colonel."

Big Timber Belt to Be Opened.

The C. A. Smith interests will very soon begin the work of constructing a logging railroad from Myrtle Point down the south fork of the Coquille river for a distance of about sixteen miles to tap a large tract of timber in that locality. The Smith interests hold in the south fork country something like six townships of timber and the road will be used to bring this timber out to the big mill at Coos Bay.

F. A. Warner, sq-in-law of C. A. Smith, who is looking after the matter in the absence of Mr. Smith, says that within a week or two he expects to start construction. Bids have been received for building the road and he is figuring on the cost by letting the contract and the cost of building if the company builds the road itself. It has not yet been determined which plan will be followed but this will be decided in a short time and the work started.

The company has surveyed a line also out the middle fork of the Coquille river. This would also reach all of the timber by later extending the south fork road or whether another road will be built out the middle fork has not been decided. It is a matter of which will be the most economical plan for getting the timber out.

The rights of way on the south fork have been secured and the survey completed and when construction work is started it will be rushed through as quickly as possible.

The Smith company has made arrangements with the Southern Pacific whereby at least for a time the tracks of the Coos Bay Roseburg & Eastern will be used between this city and Myrtle Point to connect with the south fork road which is to be built. This will give a direct rail connection from the big timber belt to the saw mill in this city. While the Southern Pacific tracks will be used for a time the Smith company has made a survey from Marshfield to Myrtle Point and may at some later time build that road so they will have their own tracks all the way.

The building of the new road will make quite a stir in that part of the county and the opening up of the big timber belt mean that for years there will be enormous logging operations in the neighborhood. It would probably take seventy-five or a hundred years for the company to log off all of the land in the south fork country so the building of the road will be a permanent improvement and will mean activities in that part of the county for an indefinite time.—Coos Bay Times.

For Sale.

320 acre stock or dairy ranch, 12 miles from town. 125 Angora goats, Good house and barn, good fences, plenty of water. Price \$10 per acre. Terms.—Stillwell & Turner, agents, Bandon, Ore. 58 tf.

For Carpet and Rug weaving, address Mrs. J. L. Foster, Bandon, 28 tf

How to Meet the Contingency of Hail.

As is generally known the damage done by hail in the Northwest states is very considerable. In this way the hopes of the farmers are sometimes grievously disappointed. They have the promise it may be of a good crop and almost ready for the harvest when in the space of five minutes or a little more than that, it is battered into the earth. His revenue for all the year is entirely cut off. Nothing that man can do can prevent such a visitation. But he can do much to lessen the loss should it occur. He can grow crops that are more or less hail resistant and he can insure a part at least of his crop. Hail storms are very erratic in their course, but they are more frequent in some localities than in others. The farmers who live in what may be termed the hail belts as far as these may be known, should certainly do what they can to meet such a contingency. These hail belts so to speak, may be known by the frequency with which hail storms occur.

Some crops are much more hail resistant than others. It would seem correct to say that they are hail resistant in about the following order: Pasture crops, hay crops, alfalfa, corn and pea. Where these crops are much grown it is impossible to cut down the hopes of the farmers entirely, for they will have something saved from the wreck caused by hail. The crops that suffer most are crops of small grain.

Pasture crops are the most resistant to hail of all the crops that can be grown. Hail does but little damage to pastures. It may beat them down some, but it may help them in the end by the moisture which it brings to them, and which slowly sinks into the soil as the hail melts. If the pasture is short, the hail will not damage it at all. Hail may do considerable damage to a hay crop by beating it down into the soil, but it will not completely destroy it. The crop can be cut after the hail, and it will furnish much food for live stock. Alfalfa may be considerably damaged by the hail, but it will grow up again and may furnish a good crop of hay again the same season. Corn may be damaged seriously by hail and later it may continue to grow and make a good crop of fodder before the time arrives for harvesting the corn.

The earlier that the hail strikes the more it will recover from such injury, even at a comparatively late period in its growth. Of course this will seriously interfere with the production of grain, but it will not so interfere with the production of fodder. The pea crop stands up well under hail until the podding period. After that time the pods are injured by the hail so that much damage may be done. These crops all furnish food for live stock. It is apparent, therefore, that the man who keeps live stock will be least hurt by the hail, because of the kinds of crops he must grow in order to furnish food for them.

The grower of small grains is the most hurt by hail. If the hail strikes them severely after the jointing stage, the crop is ruined for grain production, but still it may make some feed for live stock. If no live stock are being kept it is a total loss except in so far as it brings humus to the soil when it is plowed under. When but one cereal crop is grown, the danger is much greater than when several are grown, as then the hail may strike them at different stages of growth, and some of them may be less injured than others.

The farmer may also insure a part of his crops. If he is a grain grower, and lives in what may be

looked upon as a hail belt, he ought to insure a part of his crop as soon as the crops show sufficient promise to justify such an act. In such an event the loss from hail will only be partial should it come. Of course it cannot be known exactly which is a hail belt, but where such a visitation has been shown by experience to be not at all improbable, measures should certainly be taken by every farmer to provide against it.—Prof. Thomas Shaw.

Population of Oregon.

Oregon's population during two years from April 15, 1910, to April 15, 1912, increased 63,959, according to statistics compiled by Labor Commissioner Hoff, and that is the estimate he will embody in his report. The last census, shows the population on April 15, 1912, to have been 672,765. Taking the school census, attendance and enrollment as a basis, Labor Commissioner figures that on April 15, 1912, the population was 737,724, an increase of 53,959, which is a shade less than 10 per cent increase in two years.

Montana Stock Raising Farm.

Montana is rapidly being transformed from a stock raising to a farming community.

The greatest state land sale held in recent years soon will be on in Montana, where nearly 500 square miles of agricultural lands are to be knocked down to the highest bidder. The Auction begins August 30 and will continue until October 23. More than 300,000 acres are to be auctioned off in twelve counties, as follows:

- Granite 4,000 acres, August 30.
- Meagher, 8,000 acres, Sept. 14.
- Feton, 26,000 acres September 18.
- Cascade, 48,000 acres, Sept. 20.
- Valley, 9,000 acres, October 3.
- Hill, 9,000 acres, October 5.
- Chouteau, 54,000 acres, October 7.
- Musselshell, 8,000 acres, Oct. 15.
- Custer, 26,000 acres, Oct. 16.
- Sweet Grass, 5,500 acres, Oct. 18.
- Gallatin, 7,500 acres, Oct. 19.
- Fergus, 75,000 acres, Oct. 23.

Fifteen per cent of the purchase price is demanded of each buyer and the balance he is given twenty years in which to pay, with 5 per cent interest.

Capt. O. Wren co-operative observer reports the rainfall for the month of August 1.22 inches; days rainy and cloudy 15; days clear 16. The rainfall for the corresponding month last year was .07 inch making a difference of 1.15 inches more this year.

C. H. Pullen has been over from North Bend a few days looking after the interests of his property here.

Don't fail to see the Pendleton Round Up, at the Orpheum tomorrow night.

The Interests of the Small Depositor

are not overlooked in this bank. We value small accounts, and do all we can to make this class of depositors feel at home. We are in a position to assist depositors in conservative ways to develop their interests, and invite the consideration of our facilities for rendering large or small service in a satisfactory way.

FIRST NAT'L BANK