PROFESSIONAL CARDS

C. R. WADE
Lawyer
BANDON, OREGON

DR. H. L. HOUSTON
Physician & Surgeon
Office in First National Bank building. Hours, 9 to 12 a. m; 1:30 to 4 p. m; 7 to 8 in the evening.
BANDON, OREGON

DR. SMITH J. MANN
Physician & Surgeon
Office in Ellingson Building. Hours, 9 to 12 a. m; 1 to 5 p. m.
BANDON, OREGON

DR. L. P. SORENSEN
Dentist
Office in First National Bank building. Telephone at house and office.
BANDON, OREGON

DR. R. V. LEEP
Physician & Surgeon
Office in Ellingson building, Phone 72
BANDON, OREGON

DR. ARTHUR GALE
Physician & Surgeon
Office in Ellingson building. Office phone, 352. Residence phone, 353.
BANDON, OREGON

DR. S. C. ENDICOTT
Dentist
Office in Ellingson building. Office phone 1241. Residence phone, 1161
BANDON, OREGON

DR. I. L. SCOFIELD
Dentist
Office in Ellingson Building in rooms lately occupied by Attorney Feeney
Phone 1141
BANDON, OREGON

CHATBURN & GARDNER
Attorneys at Law
Suit No 3
First Nat Bank Bldg., BANDON

Read The Recorder

LODGE DIRECTORY

Masonic.
Bandon Lodge, No. 130, A. F. & A. M. Stated communications first Friday after the full moon of each month. Special communications Master Masons cordially invited.
WALTER SABIN, W. M.
C. E. BOWMAN, Sec.

Eastern Star.
Occidental Chapter, No. 45, O. E. S. meets Friday evenings before and after stated communications of Masonic lodge. Visiting members cordially invited to attend.
ADELAIDE E. REYNOLDS, W. M.
BLANCHE FAULDS, Secretary

I. O. O. F.
Bandon Lodge, No. 133, I. O. O. F., meets every Wednesday evening Visiting brothers in good standing cordially invited.
GEO. H. SMITH, Secretary.
L. I. WHEELER, N. G.

Rebekah
Ocean Rebekah Lodge, No. 126, I. O. O. F., meets second and fourth Tuesdays at I. O. O. F. hall. Transient members cordially invited
MARY C. BARROWS, Secretary
MARIAM WILSON, N. G.

BANDON CHURCHES

Presbyterian Church
Sabbath Services:
10 a. m. ..... Sabbath School
11 a. m. ..... Preaching
6:30 p. m. .. C. E. Prayer Meeting
7:30, p. m. ..... Preaching
Wednesday 8:00 p. m. Prayer meeting
A cordial invitation is extended the public to attend these services
REV. WINFIELD S. SMITH, Pastor

Methodist Church
Sunday School, 10:00 a. m.
Public Service, 11:00 a. m.
Evening service, 7:30, p. m.
Mid-Week Service, Thursday, 7:30
All who do not attend church elsewhere are invited to worship with us
C. MAYNE KNIGHT, Pastor

Episcopal Church
Sunday School, 10:00 a. m
Preaching, 2nd, 4th and 5th Sundays at 11:00 a. m. and 3:30, p. m
REV. WM. HORSFALL, Vicar

M. E. Church South
Sunday School, 10:00 a. m
Preaching, 11:00 a. m.
Epworth League, 6:30 p. m
Preaching, 7:30 p. m.
Prayer Meeting, Thursday, 7:30
Missionary Society, Friday, 2:00
W. B. SMITH, Pastor

Baptist Church
Sunday School, 10:00 A. M
Preaching Service, 11:00 A. M
ELDER A. B. REESE

Church of the Brethren
Sunday Services: Sunday School 10:00 a. m; Preaching serivce at 11 a. m. and at 7:00 p. m.
Everybody cordially invited.
L. B. OVERHOLSER, Pastor

EARLY DAY WRECK ON HUMBOLDT BAR

Story of the Loss of the Good Ship Sea Gull Captain Tichenor Commanding off Eureka in February, 1852.

—Continued from last week.

The ship before daylight the following morning was enable to get out and immediately put to sea. Had a good run to Humboldt with wind southwest and increasing every moment with every appearance of a heavy gale The captain therefore engaged to discharge all for that port and proceed on her voyage without delay, the tide rendering it possible at 3 p. m. at which time she proceeded to the bar. The sea having increased during her detention in the bay presented a wild and stormy appearance. The ship however stood for sea and crossed the bar having reached 8 fathoms when one of those immense seas, termed by seamen, "the three brothers" struck and boarded over her "night heads" carrying away "Bulk heads" gangways and every article movable and by the great concussion forced her steam pipe which was a heating pipe leading from the steam trunk to the chest bursting the latter, throwing a mass of steam into the engine rooms driving all therein from their posts. The two following seas boarded and drove the ship inside the bar against the strong ebb tide. Here she was helpless. Presence of mind and prompt action was now necessary to save the lives of those on board. Captain Tichenor sang out to the mate to cut ring stopper, he being on the forecastle holding on to the bitts in the midst of the crew. He did not respond when the captain sprang from the Poop Deck to the main cleat, caught a knife from the sheath of one of the crew cut the anchor adrift and shoved it from the rail. A range of chains was at all time overhauled forward of the windless ready for an emergency and here was one of the greatest magnitude.. Care was immediately taken to preserve life. All were ordered by the Captain to keep clear from the lea of the houses on deck. He sent all of the passengers to the weather side of the boat and then went below placing the women and children in safe positions and assuring all that none should be drowned if his orders were obeyed.

With sixty fathoms scope to her anchor, the ship toiled into a north channel, laying broadside to the sea, which broke repeatedly over her. The passengers were ordered to take the seas on end that the least surface should be presented for the action of the sea Not a hat remained on the head of any person: clothing was torn in shreds. In this position the ship remained for one hour and forty minutes. The captain stating that he believed that he could save the ship and get her into the bay if he could weather the first three seas, on the wake of the flood tide. As the ebb slacked the heavy seas that were and had been breaking on the outside of the bar began to approach nearer thes hip. When the young flood began the first heavy sea caused the ship to drag, men were ordered aloft to overhaul the top sail gear others standing ready to sheat home, already to slip. As the ship swung to the flood her stern struck, carrying away her rudder, then rendering it necessary to run her by her canvass for the bay, or run her stern through the sea over the north shoal, and by so doing, save the lives of her crew and pasengers. From the time of her tailing to the seas on the young tide, not a sea her boarded her. Orders were given to set the force-top sail It was set with great dispatch, her chains slipped, and finding it impossible to enter the bay, she was kept before the sea and by her canvass prevented from broaching too near the shore. A boat was lowered, which had escaped the terrible ordeals. The captain took command and ran a small line to the shore, making it fast to a large red wood tree, lying upon the shore. He could not return in the boat but gave orders to the crew, and pulled himself back to the ship on the line run, reaching which a hawser was bent on to the line and was drawn on shore and made fast. The end on board was taken to hauser and made taut. The least rise of the ship she would yield to the taut hawser. The flood tide setting in enabled her to keep her stern pointed for the beach. It was now blowing heavily from southwest and night having set in rendered it most disagreeable. In the meantime canvass had been unbent some of which was secured on shore together with some spars, and shelter was soon prepared for the women and children when they should have reached shore It was late before the tide receded sufficiently to rescue the women and children. They were dropped into the arms of the captain at a receding sea from the forward gangway and before returning sea could reach them landed safely above the action of the sea. All were saved as well as all the cargo, little damage having been sustained as the ship remained tight not a leak having occurred. All the cargo was secured under the canvass of the ship. The passengers on the following day proceeded to Eureka, and there received all care and attention required. The machinery was taken out with little damage. The protest was duly noted, all things were left in the hands of I. M. Hubbard, the purser of the ship. He was from Rochester N. Y., a fearless and worthy gentleman.

The captain was desirious of reaching San Francisco as soon as possible but one opportunity offered and that of the most hazardous character, in a ships launch which had been decked over schooner rigged. She had undertaken to go to sea with four in her capsized on the bar and drowned all hands. She was opened at her wood end in her stern and in the most delapidated condition. This vessel was owned by a young man who offered her to the captain, and agreed to compensate him if he took her to San Francisco. Work was at once commenced to repair and put in order the little craft, which, as far as possible, was soon accomplished. Some of the passengers wrecked in the Sea Gull and freight for Trinidad, which the captain agreed to take there if possible A number of persons were at Humboldt wishing to get to San Francisco but were unwilling to risk crossing the terrible bar. These would proceed to Trinidad by land, and there join the little "Bona Dee" that being her name, if she succeeded in reaching there. When ready for sea none would undertake the venture save one sailor, who had been a number of voyages with the captain, and his steward and cook, all others being too timid.

The little craft drifted down the bay to the entrance late one evening, the weather being thick and foggy with no wind. She laid there until the next morning February 19, 1852, and at early dawn on the very last of the ebb tide, with no wind she was pulled to sea with large oars, crossing the bar without accident. They took a breeze at 10 a. m. from the Northwest, beating up the coast to within two miles of Trinidad when the wind failed. On the morning of the 20th a dense fog shut out a view of coast but it raised about 11a. m. and let them see Trinidad, to which they pulled. Adams & Co. Express wished to send their treasure down. The captain at first refused to take it, but finally permitted the agent to place it in a chest containing papers and instruments but refused to touch or receipt for it. The vessel got away early on the morning of the 21st, the wind fresh from the southeast and increasing to a good blow by noon. She cleared Cape Mendocino, well to the westward, as no land was in sight on the 22nd. The wind hauled to the Northwest, blowing fresh. The passengers were ordered to place themselves in the different positions demanded by the trimming of the vessel's sails, there being 19 besides a large Newfoundland dog. They filled the hole so completely when lying down that all exercise was precluded About noon a large school of whale surrounded the vessel, often passing under her in fearful proximity and rendering the safety of the boat critical. Had one touched her, one blow of its flukes would have shivered her in a thousand fragments. After playing about the vessel diving thwart her stern then under her bottom, for two hours, she was relieved all at once by the approach of a school of "killers" the enemy and destroyer of the whale. At 11 p. m. on the 23rd Point Reys was made on the lee row, about two miles distant, and the Golden Gate was entered about daylight on the morning of the 24th, amid much rejoicing over the quick and safe run from Trinidad at that inclement season in so frail a craft.

The passengers of the wrecked steamer had contributed to a present for captain Tichenor, and had appointed one of their number to purchase a watch of good quality for him, which was done and the following was engraved upon it: "Presented to Captain William Tichenor as an expression of esteem and regard by the passengers of the steamer Sea Gull, wrecked on Humboldt bar January 25, 1852".

The watch is still in the family, the capt. having carried it on his person through several times under water it was never injured.—Port Orford Tribune.

According to report of J. Pending of the gas schooner Patsy, furnished to the Hydrographic office at Portland there was only two feet at most lower low water on the Siuslaw bar on November 4th.—Report from Fred Cardwell on the Rogue river bar about three feet at low water.

The Recorder's Forum

Where our readers may talk on topics of mutual and general interest.

Mr. Dufort Objects

Mr. Editor:—The Western World of last week, printed an article under the heading of "Dufort Presents A Claim" that very much misrepresented things. The flume spoken of is not in front of my property but across the street on Mr. Donald and Mr. Deveraux. The understanding was at the time I put it in that Mr. Mast would allow me 60c per foot. There was 215 feet of it. This was let separate from the street contract and was never paid for. As for feeling that the city should not tax the Engineering fund of 5 per cent. I never made such an assertion. But I did state that the board having paid out the 5 per cent engineering fund as interest on back warrants for sewerage and street improvements from time to time, that we were entitled to the 5 percent for our street;the same to be used to drain these two blocks.

At the time that the street went thru I put in a bid at .07½ per ft. for gutter which was refused.

Knowing that my home would serve as a drain for several blocks I determined to put in a gutter along my own front, but the engineer would not allow it saying that he would not accept the street improvement if I did so. The gutter they mention, was not made to drain, the outer edge being as high as the street. Instead of a 2x4 being used, a 2x12 was put in. It is there to be seen. All I ask is justice.

P. S. — Never send a boy to the mill.

H. H. DUFORT

The Fourth Estate

"To live as a member of the great white race of men, to share its thoughts and its aspirations, it is necessary that a man should read his newspaper," said U. S. Senator Sterling, of South Dakota, in an address to the students at the University of South Dakota. "The newspaper," he continued, "has come to be indispensable. It goes and penetrates everywhere. It has been said of the newspapers that they are to the whole civilized world what the daily house talk is to the household; they keep our daily interest in each other, they save us from the evils of isolation. "I like to go back to the splendid principle on which the fine structure rests. And that principle is the freedom of the public newspaper. Our forefathers had the gift prophecy in regard to the press; they must have foreseen to what power and influence it would come. They had no dread of publicity of official acts or motives. They had faith in the ultimate triumph of truth. Jefferson was willing that error might be presented if truth could only be left free to combat it. He was opposed to a censorship of the press, and said that if he must choose a government without newspapers and newspapers without a government he would prefer to risk the newspapers without the government. He believed that public opinion would measurably correct things if public opinion were left free, but that government without a free expression of public opinion would soon become a despotism."

A number of Coos Bay motor boat owners were fined $5 each in the federal court at Portland last week, for violation ofthe federal statute requiring fire extinguishers in motor boats.

SHERIFF'S SALE OF REAL PROPERTY ON FORECLOSURE.

NOTICE IS HEREBY GIVEN, that by virtue of an execution duly issued out of the Circuit Court of the State of Oregon, for the County of Coos and to me directed on the 20th day of November, 1915, upon a judgment and decree duly rendered, entered of record and docketed in and by said court on the 24th day of September, 1915 in a certain suit then in said Court pending, wherein J. H. Gould was plaintiff and W. H. Smith and Delia A. Smith, et al., were defendants in favor of plaintiff and against said defendants by which execution I am commanded to sell the property in said execution and hereinafter described to pay the sum due the plaintiff of Eight hundred and no-100 Dollars with interest thereon at the rate of 8 per cent per annum from the 31st day of December 1910, until paid together with the costs and disbursements of said suit taxed at Twenty-nine and 50-100 Dollars and costs and expenses of said execution I will on Friday, the 31st day of December, 1915 at the hour of 10 o'clock, A. M. of said day at the front door of the County Court House in Coquille, Coos county, Oregon, sell at public auction to the highest bidder for cash in hand on the day of sale, all the right, title, interest and estate which said defendants, W. H. Smith and Della A. Smith, et al and all persons claiming under them subsequent to the plaintiff's mortgage lien in, of and to said real property, said mortgaged premises hereinbefore mentioned are described in said execution as follows, to-wit: Beginning at a point, three hundred twenty-one feet north of the center of Section thirty in township 28, south, Range fourteen, west of the Willamette Meridian in Coos county, Oregon, and from said point, running thence north one hundred feet; thence west one hundred fifty feet, thence south one hundred feet; thence east one hundred fifty feet, to place of beginning, together with the tenements, heriditaments and appurtenances thereunto belonging or in anywise appurtaining.

Said sale being made subject to redemption in the manner provided by law.

Dated this 22nd day of November, 1915.

ALFRED JOHNSON, JR.,
Sheriff of Coos County, Oregon

NOTICE OF ADMINISTRATION

Notice is hereby given that by order of the County Court of the State of Oregon, in and for the County of Coos made and entered on the 28th day of October, 1915, Mabel Curtis has been duly appointed administratrix of the estate of Edward Kilduff, deceased, and that letters testamentary were issued to her on the 4th day of November, 1915, that she is now qualified and acting,

Therefore all persons having claims against the said estate are hereby notified to present the same with proper vouchers to said administratrix at the office of Geo. P. Topping, in the City of Bandon, Coos County, Oregon, within six (6) months from the 8th day of December, 1915, the date of the final publication of this notice.

MABEL CURTIS,
Administratrix of the Estate of Edward Kilduff, deceased.
Geo. P. Topping, Attorney for Estate.

IN THE CIRCUIT COURT OF THE STATE OF OREGON, IN AND FOR THE COUNTY OF COOS.

William Sorensen, Plaintiff, v Pearl Sorensen, Defendant,

Summons

To Pearl Sorensen, the above named defendant:

In the name of the state of Oregon, You are hereby required to appear and answer the complaint filed against you in the above entitled suit within six weeks from the date of the first publication of this summons, to-wit: within six weeks from the 2nd day of November, 1915, and if you fail to appear and answer on or before the 14th day of December, 1915, that date being the last day of the time prescribed in the order of publication, the plaintiff will apply to the court for the relief asked for in the plaintiff's complaint, filed in this cause, a succinct statement of which is: a decree of absolute divorce, and an order giving the care and custody of the two minor children, to the plaintiff, and for an order excluding from the plaintiff's property, any and all interest, dower or other claim of the defendant, and forever barring the same, and for such other relief as the Court deem proper to grant. This summons is published by order of Hon. J. S. Coke, Circuit Judge of the above entitled Court, and the order was dated and was made the 29th day of October, 1915.

C. R. WADE
7t 11-2 12-14 Plaintiff's Attorney