

Bandon Recorder

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C. E. KOPF, Managing Editor

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THURSDAY January 21, 1909

ELSEWHERE in this issue we publish an interview with M. G. Pohl former fruit inspector of Coos county, in regard to some needed improvements and forward movements in this section. It would be well for everyone to read this article and act accordingly.

THE city council is making a big street campaign and are accomplishing some good work along the lines of street improvement, the only thing that in any way handicaps them is lack of funds to do all the work that is urging at present, but they are doing their best with the facilities at hand. Some people think they should do more, but they are compelled to be judicious in all their workings, and are consequently so in this particular.

MASS meetings and lectures on good roads are all very good in their way, but there is nothing quite so impressive on this subject as a jaunt over a Coos county road just at this time. Every one of them is an object lesson as to the futility of temporary repair work, especially among the hills. The rain wash of a single day is sometimes sufficient to make an ordinary granite road almost impassable. The man who travels over some of these gullied roads, seeing stars at every jolt, will begin to think that a substantial highway to town is of vastly more importance than electric lines, a state highway or even a connection with the Southern Pacific.—Sentinel

THE Seattle Times, which describes Sand Island as "a dreary, shifting waste—now a foot or so above water—now covered by breakers—a lurking terror for the shipping of the Columbia," is dissatisfied regarding the ownership of the island. The Seattle paper says "The facts seem to be with the people of Washington although the Federal Supreme Court has found the law to be the other way." Inasmuch as Sand Island has always been a portion of Oregon and the United States Supreme Court has affirmed Oregon's right to the island, there will be no objection to Washington retaining the "facts" as long as Oregon retains the island.—Oregonian.

THE cold wave had its drawbacks, but was not without its advantages. Few things in nature are without their recompense. The snowfall is a boon to the arid regions of the state in the added moisture for next season's crops. The snow and cold are destructive to aphids and other insect pests in western Oregon. In the same region a more friable and more easily pulverized soil for farming will result from the freeze. The thick mantle of snow has probably protected the growing grain from bad effects and unless succeeded by alternating thaws and freezeups will do no harm. A final and important advantage is the information Oregon has gained by contrast with the gentle season our average winter is.—Journal.

THE staunch, well-equipped, new steam schooner Sibyl Marston is a wreck in the breakers on the California coast, and two of the crew were drowned. News reports of

the disaster state that "the wreck was caused by the mistaking of the lights in the railroad depot at Surf for the lighthouse on Point Arguelio." As a preliminary excuse this seems to read all right, but by the time the inspectors complete their investigation of the disaster, unless there is some new evidence presented, it will probably be reduced to a plain case of "reckless navigation," which is the principal cause for most of the sea tragedies along the Pacific coast.—Oregonian.

THE fact that the passenger steamers from this port have reduced the fare for first class passengers, between here and San Francisco, to \$7.50 will be greatly appreciated by the people. There are no steamers on the coast with better passenger accommodations than the two steamers that carry people between the Coquille river and San Francisco. The Elizabeth is modern in every particular, and has recently added new cabin room for nine passengers that cannot be excelled by any steamer. The Field is a new boat and is modern in every way and has as fine accommodations as can be secured anywhere. In fact we believe the statement that these two are the best passenger boats plying along the coast, can be substantiated. People of the Coquille valley are very proud of their present steamboat accommodations.

HEREAFTER on February 14th, the anniversary of the admission of Oregon into the union, an annual conference will be held at the University of Oregon to discuss ways of enhancing the service of this institution to the people of the State. The appropriate role of a State University in the life of a progressive commonwealth is rapidly expanding. The need of Oregon for expert aid from the University in toning up its institutional life is particularly urgent. The radically democratic organization that the people of this state have assumed and the magnificent prospects it has in all lines make suggestion from scientific sources especially desirable. It will also greatly stimulate the activities of the University and give it larger purpose to get into helpful touch with the practical needs and constructive up-building of the state. Aims strongly and distinctly directed to the promotion of the common good will have most salutary ethical influence upon the student body. The subjects for discussion at the first of these annual conferences will be (1) Oregon's Heritage—Conversion of it for the People as a Whole, and (2) the coordination of the activities of all the educational agencies in the state. Prominent men from all parts of Oregon will participate. The complete program will be announced in a few days.

THE winter is fast passing, and before we are aware of it the spring-time will be upon us. With spring always comes a revival of activities in all lines. Then it will be that people will begin to prepare for the summer, men out of employment will get to work again and a general revival along all lines will be in evidence. One of the chief industries that keeps business alive in Bandon and Coos County is the dairy busi-

ness. This is always better in summer than in winter and when this industry again opens up in the spring it will greatly enhance business in this section as it always puts money into circulation, because of the extra amount of money the rancher gets for his butter. One thing that the rancher in this country should devote more attention to is winter milking. Some think it cannot be carried on in this community in the winter, owing to the rainy weather but if these same people were placed in the Mississippi valley or on the Atlantic coast where they have real winter, they might have some occasion to talk. The winters here are beautiful summers in comparison. In these places where lumber is high the farmers build big barns for their stock to protect them from the wintry blasts, and then go out and milk in the cold barn, protected only from the severe northwest wind. Here in Oregon where lumber is cheap, and where all that is needed in the way of a barn is a roof over you to protect you from the rain, the barn proposition is an easy one to solve. Down in Humboldt county they milk all winter and make big money, for then it is that the butter fat brings a big price. We can produce as much in Coos and Curry counties as they can in Humboldt county and if our dairymen will get busy and prepare for the rainy weather, and keep the milk pail full all winter, they will find that in the course of the year that their pocket books will be corresponding full. Dairying and fruit growing will be preeminently the industries of this section and we should begin to prepare for them at once in a manner that will show that we mean business.

Hang the Night Riders

Six night riders in western Tennessee have been found guilty of murder in the first degree and two in the second degree.

The next step should be to see that immediate connection is made between these murderous outlaw and the end of a rope. The law for a wonder has been permitted to take its course and until a verdict of guilty was secured and the logic of events should not now be interrupted by technicality. There ought to be enough state pride in Tennessee and Kentucky by this time to see to it that something is done to atone for the dark chapter of murder and pillage which has been written under night rider auspices. The issue is one of mob versus order. Where do these southern commonwealths stand?—Des Moines Capital.

Ships vs. Railroads

MR. LAWRENCE PERRY in a recent issue of the World's Work offers some interesting statements of fact presented in support of the affirmation that travel by sea is vastly safer than travel by land. Mr. Lawrence, of course, makes his case by assuming that every sea traveler crosses the Atlantic on one of the first class liners. He makes a good case, showing that disaster from accident—either by collision, fire or even explosion, or from the wicked battering of old Neptune—is a factor no longer to be seriously contemplated in travel by one of these ships.

The record certainly supports Mr. Lawrence's statements and conclusions, and, incidentally, we can hardly escape comparison of that record, with the story of slaughter and of maimed and crippled humanity which is written in American railroad operation every year. We may make allowance for the dif-

ference in volume of travel in the two instances, and for all other matters which would throw the burden or greater risk on railroads, but the fact is apparent as a matter of common observation that the ships have the best of the argument.

One is impressed, as he reads Mr. Lawrence's article, with the evident effort of the modern ship-builder to make every possible provision for the safety of sea travelers, and regardless of expense. One is moved to inquire if the fact that these ships are built abroad has anything to do with this thoroughness of construction.—Coos Bay Times.

Coquille River Transportation Co.'s Schedule

Coquille leaves Bandon 6:30 a m; arrives at Coquille 8:30 a m
Dispatch leaves Bandon 7:00 a m; arrives at Coquille 10:00 a m
Favorite leaves Coquille 7:30 a m; arrives at Bandon 10:30 a m
Coquille leaves Coquille 9:30 a m; arrives at Bandon 11:30 a m
Dispatch leaves Coquille 1:00 p m; arrives at Bandon 5:00 p m
Favorite leaves Bandon 1:00 p m; arrives at Coquille 4:00 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.

A Bank on Two Legs

"For more than thirty years the most popular woodsman's bank in Maine was a bank on two legs," says Major Holmes Day, author of "King Spruce." "Until he was over seventy years old Uncle Nate Swan was conductor on the Bangor and Piscataquis railroad, running between the city and Moosehead lake. With him rode the woods and driving crews. When they forgot themselves and made a racket on his train he used to cuff them into submission, and no man ever raised his hand against Uncle Nate. When the men came out of the woods with their pay most of them realized from bitter experience that the city folks would get all their money away from them in a few days. As soon as they would get aboard the train they would begin to strip ten dollar bills off their rolls and hand the money to Uncle Nate to 'sink' for them, banking it on call. They never forgot, nor did he, and in all the years there was never a dispute between Conductor Swan and any of his depositors. When they came back on his train they were sure of enough money for their fare and their tobacco at the lake outfitting store. They wouldn't have known very well what to do with more."

Her Ideal Villain

The following anecdote, taken from "My Story," by Hall Caine, is interesting:

Immediately after the production of "The Woman in White," when all England was admiring the arch villainy of Fosco, the author, Wilkie Collins, received a visit from a lady who congratulated him upon his success with somewhat icy cheer and then said: "But, Mr. Collins, the great failure of your book is your villain. Excuse me if I say you really do not know a villain. Your Count Fosco is a very poor one, and when next you want a character of that description I trust that you will not disdain to come to me. I know a villain and have one in my eye at this moment that would far eclipse anything that I have ever read of in books. Don't think that I am drawing upon my imagination. The man is alive and constantly under my gaze. In fact, he is my own husband." The lady was the wife of Edward Bulwer Lytton.

Fixed Bayonets In London

The privilege of marching through London with fixed bayonets is enjoyed by but very few regiments, such as the Royal Fusiliers, who trace their origin to Cromwell's trained bands, which in later years produced so famous a captain as John Glyn. After the Royal Fusiliers, or perhaps even before them in point of regimental seniority, come the East Kent "Buffs," now the third of the line, who claim a similar city ancestry, while the Royal Marines for some reason or other also enjoy the same fixed bayonet rights in the city. A battalion of the grenadier guards was once impressed to serve as marines, and hence they share the privilege of the men who are "soldiers and sailors too." This also explains why that grenadier battalion has for its motto "Rule Britannia"—as a souvenir of the time when its combative existence was of the amphibious kind.—London Standard.

City Transfer

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