

Bandon Recorder

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THURSDAY..... April 8, 1909

Mr. HARRIMAN says he told Roosevelt five years ago that he was wrong in his fight on him and the railroads and now the truth of this is getting clearer every day. Perhaps it is true that if Harriman had been allowed to run his bluff he would have built more railroads in the last five years than he has, but he would simply have fortified himself all the stronger to squeeze the life out of the people. Roosevelt may have been wrong, but the people have to be shown.

THE Coquille Valley Sentinel says Coquille has come out of the shell and it appears very much as if the assertion was true. In fact Coquille never was a back number, but they are doing things on a larger scale than ever. They granted a franchise last week to the Coquille Mill & Mercantile Co. that means an expenditure by that company of \$150,000. They will operate an electric light plant, equip and operate an electric railway on the streets of Coquille, and do several other stunts that will be of great benefit to the county seat town. We are glad to see such prospects for Coquille and hope that the company will build that electric line clear down to Bandon, so we can jump on the car and be in the county seat town in twenty minutes. Let all the electric lines etc. come into the county that we can get.

THE appointment of a dairy inspector for this district of Oregon is attracting considerable attention at present and there are several candidates in the field among whom are Mr. Kistner of Coquille, in whose interest a petition has been circulated around Bandon, and perhaps all over the district, another candidate, and one who has received the indorsement of a large number of the leading dairymen and several of the most influential citizens is E. B. Thrift, the popular and prosperous dairyman of Dairyville. Mr. Thrift is a man eminently qualified to fill the position, being a successful dairyman and a man who thoroughly understands the work in every detail. Mr. Thrift has one of the finest dairy ranches in Curry county and successfully operates the same, thus assuring his competency in dairy business. We are informed that he stands a good show of appointment, and if he gets it the mantle will have fallen on good shoulders. Mr. Thrift has not advertised his candidacy or caused any petition to be circulated in his behalf but his friends have urged him to be a candidate and are looking after his interests.

AT THE meeting of the Chamber of Commerce and business men of Bandon in the city hall Saturday night a committee of prominent business men was appointed to draw up resolutions condemning any and all persons who are disposed to knock on the industries any possibilities of southwestern Oregon, and of Coos and Curry counties in particular. This is a step in the right direction and a policy of this kind should be vigorously carried out, so that all knockers will be so ashamed of themselves that they will slink into their holes and remain there for all

time. Anyone who is conversant with the situation, knows that this section is one of the most fertile spots on the face of the earth, and for fruit growing, dairying and general farming it cannot be excelled, to say nothing of the lumbering, mineral and other industries. The only method by which any country can reach the zenith of its development is by a constant pull together of all its citizens, and whenever a knocker appears, he should be squelched at once. The committee appointed at the meeting Saturday night will draft strong resolutions which will be presented at the next meeting of the business men when they will be adopted. The meeting Saturday night was one of great interest and was quite well attended. Every business man of Bandon should be at these meetings and render all service possible to the furthering of the business interests of Bandon and vicinity.

THE people over at Coos Bay seem to be very adverse to having the Middle Fork road between Myrtle Point and Roseburg improved for the main traffic between Coos county and Roseburg, but insist that the old Coos Bay Military road is the one that should be developed. People of unbiased opinion, however, who have traveled both roads many times, inform us that the Middle Fork route is much more feasible and easier of development. The Myrtle Point Enterprise has gathered data on the subject and comments editorially in its issue of April 2d as follows: "Even though there are railroads constructed in Coos county, connecting with the outside world, a good wagon road will be necessary, and without a railroad a wagon road will be indispensable. It is difficult to imagine the benefits that a road would be that could be used throughout the year, in the matter of freight and passenger traffic, and a good road is a possibility, depending only on the activity and energy of the people concerned. With a good wagon road from here to Roseburg, Douglas county would benefit as much as Coos and the people of the two counties should get together and develop the roadway that is best located for such development, and that is the road leading from here by way of the Middle Fork of the Coquille. The mere fact that people could travel the road at any season of the year would be valuable to the people at both ends of the line, not to mention the increased travel and traffic that would result. While some of the most successful boosters of the Coos Bay section insist that the old wagon road should be developed, anyone who has traveled both routes, and particularly any engineer, can be depended upon to say that the Middle Fork route is best located for development. With its easier grades and better exposures, and its better settled territory, not to mention the rock available for permanent work, there is no question in the minds of those who know, that it should be made the permanent roadway. The road is shorter, and it is declared by those who know, that the elevation is at least 1,000 feet less than that of the Coos

Bay wagon road, the height of Camas mountain being 1,450 feet and the high point on the other road being from 2,400 to 2,600 feet. In Coos county there are but 24 miles of this road, and about ten miles of this has been graded and is capable of being permanently improved at minimum expense. And on the Douglas side of the line the same condition exists, and the road can be more cheaply built and kept in repair than the other route. From Olalla on the road is now gravelled and in a fair state of repair and can be improved without great expense. The Middle Fork road passes through a better settled country and one that is capable of extensive development. The traffic could be brought from Roseburg to Myrtle Point over the Coos Bay wagon route. Furthermore, this road could be made to serve all the county while the other road never will be able to handle all the business. It is to the interest of both Coos and Douglas counties that one of the routes should be permanently developed and the people of this section insist that they have the most feasible route for such development.

ONLY a short time will elapse before the tide of Summer visitors sets in headed for the Alaska-Yukon Fair but incidentally with their eyes open to what they may see in the Pacific Northwest which is attractive as an investment or which offers opportunities for home building. There is a movement of population from the extreme East but it is neither very great nor very pronounced so far. At the same time it is steady and certain and usually adds to our permanent population when it comes. But the sections from which we may expect the greatest access to our population are the states of the Middle West where the cold winters are driving thousands forth to seek pleasanter climates. Most of these men have made money in such states as Minnesota, the Dakotas, Iowa, Nebraska and Kansas. Many of them have lived there for long terms of years and by laborious effort gathered together no less little competencies. They come here prepared to invest as well as to make their homes. They are usually not seeking laborious pioneer conditions. Taken as a whole pleasant climatic conditions are what they most desire, although incidentally they want to get a little land and from it a little income perhaps, so as to give them some pleasing agreeable occupation without it being at the same time laborious. When such men do get to this section of the country two things chiefly surprise them. First the delightful quality of the climate at this latitude and second that with the natural conditions so easy, the opportunities for homemaking so inviting and with land so reasonable in price that our population is nevertheless so small. Rightly viewed they discover that all of this simply means that they themselves have found an unexpected opportunity and the number who embrace it is almost enough to make it unanimous. In Oregon we may boast this advantage—all we require is for people to come here and the country itself will do the rest. Few people who come fail to fall under the charm of the climate. The other conditions are somewhat better than most sections can offer. These combined do the work. We are increasing in population at a very rapid rate, faster than most sections, but our growth through a flow of population from

the outside has barely begun. It has started but the influence of the newcomer or interested friends will largely do the rest. The direct and indirect effect of this fresh population upon the state can scarcely be overestimated. The flow of fresh money into the ordinary channels of trade is not to be despised nor is the growth in population, but the growth of higher standards, in our estimation, transcends every other consideration. A great part of the population that is coming consists of trained men. They have been trained under the hardest, not the easiest conditions. The difficulties which they will meet here will seem very trivial in comparison with the difficulties which they were familiar with in the Mid-West States. Hence they will set up new standards of achievement and efficiency, setting a new pace, so to speak, that every self-respecting neighborhood must follow. In this way they will work their greatest transformation and do the country their very greatest service.—Telegram

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