

Bandon Recorder

Published Every Thursday by the

Recorder Publishing Company.

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Subscription, \$1 50 per Year in Advance. Advertising Rates Made Known on Application. Job Printing a Specialty.

Entered at the Bandon Postoffice as Second-Class Matter.

THURSDAY..... July 15, 1909

READING of the electric storms, floods, cyclones, sun strokes, etc., in the East and Middle West make Oregonians glad they are in a land immune from all such, and where the climate the year around is all that could be desired.

THE merchants of Bandon are becoming more up-to-date all the time. They are enlarging their stock of goods and putting in the quality that will please first class trade. People who are looking for something good should read the ads in the RECORDER and then trade with our enterprising merchants. They will supply your every want.

THE summer camping season is again upon us and already the "White City" of Bandon is beginning to fill up with tents. People coming here from the interior where they are constantly inconvenienced by the hot rays of the noonday sun will find our cool beach a fine place to rest and recuperate. Bandon citizens extend a genial welcome to all people who desire to come and have a good rest in our salubrious climate.

AT THE session of the state teachers' association just closed at Albany, the Horace Mann banner was again awarded to Coos county for having the largest number of teachers in convention in proportion to the number of paid teachers in the county. This fine banner was on exhibition at the county institute held at Myrtle Point last year, and it is a trophy of which the enterprising teachers of the county may well be proud.—Enterprise.

FRANCIS W. Cushman, the section hand toiling along the right of way some twenty years ago, no doubt felt longings for something better as he watched the luxurious trains roll by, oftentimes carrying persons of immense wealth and power. But Francis Cushman soured not on the world because others had more than he, and mounted no soap boxes on the street corner to harangue any crowd of malcontents. Instead he worked hard and faithfully and by his own efforts rose from the ranks to a seat among the mighty. His death is a distinct loss to the country, not alone because his eloquence will be heard no more pleading for the welfare of his people, but because in his passing there has gone from among us a brilliant, resourceful, energetic man, whose whole life gave the lie to that vile slander that this is no longer a country for the poor man without friends.—Oregonian.

SENATOR Bourne, of Oregon, who yesterday advocated the corporation tax amendment to the tariff bill, is essentially a man of the people. A progressive type of statesman, he is at the same time, conservative. Absolutely independent in thought and action, he has pronounced convictions on the pending legislation, and he presents them in a logical and convincing manner. He does not profess to speak for the President, but there is little doubt that he more accurately outlines the President's view of this excise tax

than did the chairman of the Finance Committee, who presented the amendment. It is well within reason to believe also that the heads of many corporations share fully his opinion touching the benefits surely to arise out of the publicity feature of the measure. As a mere revenue-raising makeshift, as we have said before, the corporation tax would have little to commend it, but as a step toward a governmental policy of supervision and control—made necessary by twentieth century conditions—this legislation is of far-reaching importance and destined, we believe, to be for the country's general good. It is this aspect of it with which the Oregon Senator deals, and his argument is strong and may be read with profit.—Washington Herald.

YESTERDAY, on the Spokane & Inland electric railroad, fiends attempted to wreck a train by tying a heavy chain around the outer rail on a sharp curve. The day before, in the same enterprise, ties were placed on an O. R. N. track in Eastern Oregon. In neither case by the lucky turn of chance, was there destruction of life. In the first instance, there has as yet been no capture of the perpetrators, but in the other the guilty party has been captured and has confessed. There ought to be no limit to the penalty for train wrecking. In its possibilities it is one of the most heinous crimes on the calendar. In consequence of it, a score, maybe hundreds, of people of all walks, ages and conditions, may in a twinkling be massacred. The horrible smash, the split and torn coaches, the shrieks and groans of the passengers firmly bound between bent steel, twisted iron and heavy timbers, the almost certain sequel of fire, adding the horrors of incineration to the suffering of wounded and dying—this is what the train wrecker plans. It is an assault on society from ambush, and it is death by wholesale. The untamed Indian ambushed the pioneer, but he was merciful in this, that he took some chance of being harmed by his victim. The train wrecker, on the other hand takes no chances, but sets his death trap, and slinks away in the night to wait for the shrieks of his victims. There is literally no punishment to fit his crime, and in every instance when caught, the limit of legal penalty should be meted out.—Journal.

J. OGDEN ARMOUR, recently returned from abroad, announces that he had observed matters political in Europe with some attention; and as we may understand, with the practiced eye of a man of affairs. The result of that observation is, that there is neither prospect of war nor money at hand to conduct it. Mr. Armour's scrutiny and study have been devoted largely to the so-called strained relations between England and Germany. He says, primarily, of this situation, there is really not even a prospective cause for war that rational men would entertain for an instant. By rational men, Mr. Armour, as he discloses in his interview, means

moneyed men. He says further it is patent to the careful observer that the business in these countries, as in this, is making money; and that the people who are chief in directing that business appreciate too keenly the advantages of peace to permit an armed conflict. It is the conclusion that these two nations hold the balance of war-making power in the European field, and that neither will they fight between themselves, nor will they permit others to fight. This view is interesting though it may lack in conclusiveness. It indicates at least what the financiers of the world might do if for once they should reach unity of purpose. Mr. Armour's conclusion is that they have gone so far already. It is a clear case that with every passing decade the expense of war increases at an accelerating ratio. It is also clear that without the actual, hard cash to meet that expense there can be no war of consequence. But there's one other fact that obtrudes. The civilized world is spending more money today in preparation for war than for any other single purpose. When that expenditure begins to diminish we may regard the Armour optimism with an eye of faith.—Telegram.

IN THE midst of our large amount of railroad talk the following editorial taken from the Oregonian might be interesting: That Middle and Eastern Oregon will be opened to the world by railways within the next two or three years, there is good and sufficient reason to believe. Preliminaries for the construction through Deschutes Canyon are actively under way. It is very difficult work, but worth the effort, since it will give a water grade into Middle Oregon. Construction through the Cascade Mountains from the Upper Willamette, to connection with the road from California, by the Klamath country, will make a good deal of progress within a year, and within three years its completion may be expected. The plan of development includes a line across Middle Oregon from east to west—from Snake River through to the Deschutes connection. We wish, indeed, we could obtain assurance of renewal of the work from the Umpqua Valley to Coos Bay. But that road must be realized too. Meantime, parts of our state amply supplied with railroads yet lack development. The railroads can't do it all. Large bodies of excellent land, near the railroads, lie uncultivated and unproductive. Meantime our people are bringing in food products from the East that ought to be grown on these lands. It is an erroneous notion that irrigation in Oregon should be restricted to the eastern parts of the state. The valleys of western Oregon are even more advantageous for intensive farming, since the streams are more numerous and stronger, and the water more abundant and more easily managed. In these great valleys of western Oregon the population ought to be multiplied five fold, within a few years. And even then their resources will not be one-half employed. We want railroads for the newer portions of the state, and we shall get them. The prospect is now fairer than ever. But let us do things also for ourselves; not expect everything from the railroads. Just think of it, that not more than one-fifth part of the land in western Oregon, contiguous to railroads, and of highest natural fertility, has been developed by clearing, drainage, irrigation and cultivation. Our people, or many of them, have been too long accustomed to sit still and

wait for the tide of prosperity, promoted by others, to toll in over them. Something indeed is doing all the time yet only small part of what ought to be done, day in and day out, throughout the year and every year. Oregonians have something to do, also.

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Coquille River Transportation Co.'s Schedule

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

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