

Bandon Recorder

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THURSDAY..... July 29, 1909

THE possibility of Bandon as a summer resort is limited only by the means of transportation for getting into this place. If we had access to the outside world, so that people could get in from the interior in two or three hours, instead of that many days the people would be coming in by the thousands and even ten thousands.

THERE seems to be considerable activity in oil circles of Coos and Curry counties of late and the fact is well known that eastern people have their eye on this section as a future possibility for rich oil fields. There is every indication that oil in abundant quantities can be found here, at least this is the decree of experts on the oil situation, and from the present indications it looks as though they had something in view for the future. With a rich lumbering industry, our dairy, fruit, and other industries added to rich oil fields, there is no possible means of estimating the future development of southwestern Oregon.

THERE promises to be a big revival of the shipping industry by way of Cape Horn. The Philadelphia Public Ledger announces that a fleet of sailing vessels is to be assembled under the name of the Shippers' Clipper Line, which will carry general cargoes from New York and Philadelphia to San Francisco. All of the ships will be over 5000 tons burden, built of steel, square-rigged, and furnished with steam devices for handling cargoes. They are expected to make the voyage in from 106 to 180 days. It does not appear whether the promoters of the new line intend to maintain the Cape Horn route after the completion of the Panama canal; towage charges may govern their future policy—Oregonian.

TO OBTAIN the greatest results in protection against fire, with the minimum of expense, the federal forestry service has decided to establish on the most advantageous points of the national forests in the west a series of lookout stations from which news of the beginning of forest fires can be telephoned to all forest officers. As all of these stations will command a view of the country for many miles, the work of detecting and extinguishing fires in their incipency will be greatly facilitated, so that hundreds of thousands of dollars' worth of timber can be saved annually by this innovation. Fire loses in the national forests are kept at a point where they are trivial when compared with the damage which would be caused were the lands contained in unprotected areas.

UNDERHANDED and unfair competition, with secret rates to favored shippers or favored localities, and continued dissension and unrest among railroads is the net result of the federal government's efforts at regulation, according to A. B. Stickney, president of the Chicago & Great Western Railroad, who has been viewing the Alaska-Yukon-Pacific Exposition. He says, "Not until all railroads are consolidated, or the government proceeds to do directly what it now attempts to do indirectly, viz.:

to fix absolutely all railroad rates, will there be an era of stability and of peace, and of fair play both to the railroads and to the public. Competition among railroads makes low rates at competitive points—too low perhaps—and they are obliged to recoup by excessive charges at non-competitive points. This is most unjust and the people have a right to complain.

STILL the work of surveying the Bandon-Port Orford railroad goes merrily on and everybody in these parts are wonderfully enthusiastic over the proposition. It will be the best thing for this section of Coos and Curry counties that has come in a long time and people all along the line are showing a disposition to assist in whatever way they can. In fact it will be the dawning of a new era for this part of southwestern Oregon and the result thereof cannot be estimated at this time. The promoters of the business are all men of high standing in the community and they will receive the encouragement of every man and woman who is interested in the development of the country. Let the good work go on and may it culminate in great things or Coos and Curry counties.

THE following from an unidentified exchange has an excellent moral. Here is a good story of the man who was determined to commit suicide; he went to a store and bought a rope, a can of oil, a box of matches, a dose of arsenic and a revolver. He went down to the river and pushed the boat from the shore and waded to where a limb hung over; saturated his clothing with the coal oil, lighted a match and set fire to his clothing, took the dose of arsenic, put the muzzle of the revolver to his temple, pushed the boat from under him and pulled the trigger. The bullet glanced and cut the rope above him and he fell kerflop into the river; the water put the fire out, and he got strangled and coughed up the arsenic. He arose and waded out and declared himself a candidate for the legislature on the reform ticket.

THE House of Representatives has the constitutional right to originate revenue bills. But the Senate assumes the right or usurps the function of changing these bills till the original intent of the House is subverted or destroyed. Perhaps in these times the infraction is not regarded as serious. But it is worth notice and mention. President Taft's interposition, at this time, on the tariff bill, as it left the House, is more nearly in accord with the expectations of the country, as to tariff reductions, than the substitute elaborated by the Senate. For the Aldrich plan is virtually a substitute. It amends, indeed virtually rejects, the House bill, in nearly all essential particulars. We borrowed from the English constitution the plan of keeping "the power of the purse" under direct control of the representatives of the people; that is, the members of the House rather than those of the Senate, just as in the English system the measures for revenue belong to the Commons, not to the Lords. But perhaps it will be answered that un-

der our system tariff bills have become measures for revenue; and that in the strife for privilege and for its advantages, the policy of the Senate ought to prevail, rather than that of the House,—Oregonian.

In commenting editorially on the road situation between Coos county and Roseburg, the Myrtle Point Enterprise has the following to say: Always when brought down to the test, the Middle Fork route is found to be superior to the Coos Bay wagon road for all practical purposes. No stronger acknowledgment of this could be made than the fact that three Marshfield men, choosing the best route for an automobile line, have selected the Middle Fork road and declare that it has every advantage for that purpose. The further fact that they are making the trip between here and Roseburg in six hours, actual running time, and that when admittedly the road is not in thorough repair for its entire length is evidence that cannot be overlooked. The Marshfield News, strongly prejudiced in favor of the Coos Bay road is fair enough to print the following: "It is now possible to leave Marshfield, say of a Monday morning, spend all of Tuesday in Portland, leaving there at 8 p. m. and return to Marshfield on Wednesday afternoon's train from Myrtle Point. Goodale and Wade's auto is making the trip between Myrtle Point and Roseburg in from seven and a-half to eight hours. A man who made the trip said it was a comparatively easy one."

FIFTY years ago this summer a man named Drake bored for oil near Titusville, Pa., and struck it. That was the first oil well in the world. Millions of people have used oil increasingly ever since, but not one out of a million of them ever gave a thought to that man who had the faith, the courage, the "sense," to drill down into the earth for oil. How did he guess it was there? By what spark of knowledge was he animated? He blazed the trail. What would the world have done during the last 50 years without "petroleum," "kerosene?" It is a curious substance, this oil that has made a hundred multi-millionaires, with Rockefeller at their head, and illumined the world. Petroleum, we get from the books is purer than any animal fats; no microbes can enter into or exist in it. And now Rockefeller and company say they can make a sort of butter out of it, that will do very well for the multitudes of us who who are not millionaires and who haven't the ability to organize great industries. It may be so. It is not safe to deny anything. We may be eating petroleum butter soon; we'll have to eat what the trusts allow us. Only 50 years ago since "Colonel" Drake, inspired by a great, true idea, bored for oil! The people laughed at him, called him crazy, but think of the millions hundreds of millions, billions of of the employment it has given; of the dollars that oil since then has represented. Of the lives it has changed; education it has helped; of the industries it has founded. It is a tremendous story.—Journal.

THERE is no use of having trouble with your feet according to an eminent authority on the subject. Just go barefooted an hour every day and your troubles will be over. Here is what the man of authority says: "If you can spare time and swallow pride and run barefoot for an hour every day in the dew

or simply on the ground," says the foot specialist, "your feet will be healed of all their troubles and your body will benefit also. If you can go in wading in a cool brook, so much the better. Did you ever see a cow standing knee deep in a creek while she comportedly chewed her cud? Well she is doing exactly what human beings ought to do for the good of their feet. Few people realize what an important part feet play in general health. They show even more quickly than the tongue what the physical condition is, and yet they are treated with little respect, squeezed and tortured, kept cold in the winter and hot in summer. If left bare an hour every day and dipped in the early dew, corns and callous spots will eventually disappear, nerves will improve and insomnia overcome. A wonderful bath for delicate, tired feet is prepared as follows: Cover with five quarts of boiling water and let simmer for twenty minutes one ounce of dried mint, one ounce of dried sage, three ounces of dried angelica, half pound of juniper berries, one pound of rosemary leaves. The bath should be moderately warm, and the feet should be immersed for about twenty minutes. A good foot powder is made as follows: Lycopodium, three drams; alum, one dram; tannin, thirty grains."

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Prizes at a Bridge Party. How quaint are the Saxony china baskets or pots with remarkable rims of French gilt from which festoons of roses hang in contrast to the pure white of the china! These were the prizes at a recent bridge party, and each bloomed a sturdy little plant of pink bachelor's buttons, as pretty a flower as one could wish to see in its springlike suggestiveness.

Where "Uncle Tom" Was Written. The old Kennedy homestead at Covington in which Harriet Beecher Stowe wrote the first chapters of "Uncle Tom's Cabin" is to be torn down. The house was built in 1787, with loopholes and lookouts. The heavy oak doors and window shutters still bear heavy indentations made by tomahawks, and dozens of arrowheads are still imbedded in hewn log sides.

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