

# Bandon Recorder

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THE RECORDER has a few copies of the Oregon fish and game laws which we would be glad to give to our friends as long as they last.

THE Oregon railroad commission has gone far toward earning its salary by a single accomplishment, that of reducing express charges throughout this state about 20 per cent. This will effect a very large aggregate saving to many thousands of people, and it is none the less creditable to the commission because the express companies did not contest the ordered reduction. They were wise to accept it. -Journal.

THE Coos Bay Harbor declares that it will stand for men and measures calculated to benefit Coos county as a whole. This is good sentiment and should have the support of everyone. As a rule you will find the newspapers in the right place and working for the right things, although they may not always be able to sanction the pet schemes of individuals, but, when it comes down to working for the good of the whole community they can be depended upon.

It is reported that ex-president Roosevelt is to have charge of the construction of the Panama Canal after he comes back from his hunting trip. Perhaps Teddy does not know much about engineering, but as a general manager of affairs he would be a hummer, and if he got behind some of the men with his big stick, there would surely be some dirt flying in those regions for a while. There is not a man in the United States who would push the work any faster than Teddy and the proposition of putting him at the head of the affair, looks like a good one.

THE third international conference on state and local taxation will be held in Louisville, Ky., September 21-24. The first one was held in Columbus, Ohio, in 1907 and was attended by representatives from 33 states and three Canadian provinces. The second conference was held in Toronto last year and was largely attended and the one at Louisville promises to cap them all. The subject of taxation is a live one and is ever important and vital. It is so far an unsolved problem and these conferences are calculated to bring about good results and aid in the ultimate solution of the question.

THE Coos Bay papers seem to have a terrible failing for getting jumbled up reports of things that happen in Bandon. The Times in a recent issue comes out with the statement that the Elizabeth broke her shaft while endeavoring to cross out and had to leave twenty passengers behind. Now the fact is she was not attempting to cross out nor did she hit any obstruction in the river, but the shaft simply twisted off, presumably as the result of a flaw, and there was not a passenger on board as she did not contemplate sailing for a day or two, but had been up to the Prosper mill to load lumber and came down to the wharf here to finish her load.

JOHN F. CARROLL, editor of the Portland Evening Telegram and all around Oregon booster writes in glowing terms in the Telegram of September 9th of his recent visit to Coos and Curry counties, and of what he saw here. Mr. Carroll gives this country no small amount of praise, but every word of it is merited. He is the kind of man who can appreciate a good thing when he sees it and his paper is for Oregon first, last and all the time. A few men like Editor Carroll would help to make Oregon, even a greater state than she now is. People of Bandon appreciate very highly the visit of Mr. Carroll and Mr. Cornwall of the Timberman to this city and the excellent talks they gave in the opera house, all of which helped greatly toward stimulating business.

THE Y. M. C. A. of Portland has recently moved into its new building which cost over half a million dollars, and they are preparing for the winter course of study which is always carried on in such institutions. The Portland organization will extend their course to young men outside of the city as well as those in. They have courses in book-keeping, shorthand, type writing, show card writing, advertising and commercial arithmetic. Besides this, the building contains several up-to-date laboratories for experimental work in chemistry, physics, biology, essaying and mining. The organization will furnish an illustrated prospectus on request of anyone who may be interested. This would be an excellent opportunity for young men who desire an education, but are not able to attend school, owing to financial or other conditions.

THERE is a movement now on foot to build an electric road from Coos Bay, by way of Coquille and Myrtle Point to Roseburg. That is good and we say put her through, but we might add that the road might receive considerable support from Bandon, both in a financial and moral support if the promoters of the line would send a spur down this way. Then we are going to have a road from here to Port Orford, and by extending the electric line down here it would connect this entire section of the country with the outside world, Coos and Curry counties are rich in resources and all we need is better means of transportation to develop these resources and here is an opportunity to combine the two local railroad projects to bring about the desired result.

WHILE there is so much railroad talk in Coos county the following about the first railroads ever built in the United States might be of interest to the public. It comes from the general information bureau in the Oregonian: The first railroad built in the United States was known as the Quincy Railroad. It was used to carry granite from the quarries at Quincy, Mass., to the nearest tidewater. Built in 1826. The second was a road from Mauch Chunk, Pa., to the Lehigh River, in 1827. This year the Legislature of Maryland granted a charter to the first railroad in America authorized to carry on the business of

transportation. Thus began the Baltimore & Ohio Railroad, July 4, 1828, at Baltimore. This was the first of American public railroads.

ACTUAL construction of a railroad between Roseburg and Coos Bay now seems nearer realization than ever before if the people of the two counties will only act in harmony in pushing the surveys and securing the necessary rights of way. With the partial surveys already made, there should be no great difficulty in getting all these details attended to during the coming fall and winter, and be ready for actual construction work next spring. Backed by a surety bond for the construction of an electric road within two years, or refund of the outlays for the surveys and rights of way, the required sum should be pledged in one day by the citizens of Douglas and Coos counties. As we have remarked before, the way to get a railroad to Coos Bay is to go to work and secure the rights of way, and there will be someone ready to put up the funds and build the road. Mr. Haas says he will do this, and our people will very likely give him a chance to "show" them. -Roseburg Review.

THAT old chap on the west side, with a flaming hirsute appendage, whose chief aim in life seems to be a constant outcry to friend and stranger alike: "Nothin' won't grow here," got caught up very nicely last Monday. He had been very busy knocking the country and everybody, as usual, to some strangers who had driven out to his place. One of them said that if the country was so bad why did he not sell out and get out. The O. C. said he would if he could find anyone fool enough to buy. To the query as to the price for his place, he said he would take \$2500. The stranger said: "I don't happen to have that much money with me, but I will go to Lakeview and get it and immediately return and take your poor farm." He did so, but the old chap had changed his mind, and said he would not take less than \$4000. And if \$10,000 cash was offered he would just as cheerfully refuse it for his really valuable farm and orchard. -Lake View Examiner.

A STORY under date of Marshfield, recently appeared in the Oregonian to the effect that the Fifield would hereafter not come to the Coquille river, but would make regular trips carrying passengers and freight between Coos Bay and San Francisco. However the Fifield will continue on this run just the same as she always has. This is another attempt of Coos Bay people to knock the Coquille River and boost Coos Bay. We are glad to note, however, that not all Coos Bay people are made up of such small calibre. Some of them are broad enough to see that whatever is good for one part of Coos county is good for the whole county. Boosting the Coquille river harbor will also boost the Coos Bay harbor and vice versa, while a knock for the one will also be a knock for the other and the sooner all parties concerned can see this, the better it will be for the county and the sooner we will have a greater degree of prosperity in the county. If we all get in and work together we can accomplish much.

E. H. HARRIMAN, the great railroad magnate is dead. Mr. Harriman has been a prominent figure in financial circles for a number of years, but devoted his entire atten-

tion to railroad work. He controlled more railroads than any other man or combination of men in the United States and it was to him that this section of the country was compelled to look for relief on the railroad situation. Perhaps no man has received more hammering at the hands of the press and the public in general than Mr. Harriman, and perhaps no man was more deserving of it. People along the coast from Portland to San Francisco and especially here in Coos county have felt more than any other place the pressure of his mighty grip on the situation, the result of which has been, that we have been bottled up with no show of relief until now we are aroused to action in a way that will ultimately bring about the desired result. But it is still to be hoped that some transcontinental line will build down the coast and give us relief. Mr. Harriman was no doubt aware that his time had about come and had arranged his plans so that his field managers can carry out his plans, but whether he intended to build this way or not remains to be seen. If it should loom up in the progress of business that he had such plans, he will have the everlasting gratitude of the populace hereabouts and a monument will no doubt be erected to his memory, if not of marble, it will be in the hearts of the people. But if he never intended to build here, we will let him rest in peace and go ahead with the work ourselves and forget that such a man as Harriman, or any other railroad magnate ever lived.

SOCIAL and commercial seem to be the chief reasons for our indifference to foreign languages, but their is another reason why we are not ambitious to speak foreign languages well. As a people we do not as yet look upon our own language as a thing sacred. We are notorious for our slovenly speech. Indeed an American wishing to teach English abroad would do well not to mention his origin. Our lack of interest in spoken English is unfortunate. Of course it is only lack of interest. Most of us know right from wrong, at least we say that we do but have not the time to take pains. This attitude is an interesting one in that it is so different from the Germans, the French and even the English, who take such keen pride in their language, that they would be ashamed not to speak it well. Good speech is with them a requisite in good society. It is in other words good form. Not so with us, though we are punctilious in some kinds of good form. We dress well, entertain handsomely at dinner, have automobiles, give box parties, etc., as if they were all that constituted good form. But our speech we neglect. By many Americans a person who pronounces well uses, good language and is interested in discussing the niceties of speech is regarded as a prig and bore. School teachers and even college professors often treat their language as they would an outing suit and this without losing status in the communities in which they live. Nevertheless, a person who does not use his own language well, will never go very far in a foreign tongue. -Forum.

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