Bandon Recorder

Published Every Tuesday and Friday by the

Recorder Publishing Company

C. E. KOPF L. J. BUTTERFIELD

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.

Results From Panama Canal to Astonish **Business** World 1

By G. W. LUCE. lose freight. It means that New York manufacturers will be able

E know that the canal is going to hit the Western railroads pretty hard Railroad in a way. We will Official

to quote practically New York prices to San Francisco consumers.

Just as soon as the canal is opened the big employers of labor in the west will be able to solve the labor problem of many years' standing and by importation of unprejudiced men handle the labor market in such a way as to clear the whole atmosphere. This is not a fight, but simply an adjustment, and will be ALONG NATURAL LINES.

Another thing that is not known is that oriental goods will go DIRECT TO NEW YORK instead of transshipping to rail at San Francisco and Seattle. This will greatly increase New York's trade. The popular idea that the ships will all go one way is wrong. They will GO BACK AGAIN WITH AMERICAN GOODS.

SO VAST IS THE TRADE MOVEMENT ALREADY STARTED NOW IN THE SHAPE OF TANGIBLE NEGOTIATIONS, SUCH AS MANU-FACTURERS' AGENCIES, THAT HONGKONG, SAN FRANCISCO AND NEW YORK WILL FORM A CHAIN OF INTERDEPENDENT MAR-KETS, SO LINKED TOGETHER THAT THEY WILL FORM A DOMI-NANT FACTOR IN WORLD TRADE.

Under an apparently quiet surface this gigantic movement has made such headway that when its actual operation sets in motion the BUSINESS WORLD WILL BE ASTONISHED.

DEADLY OIL TANKS

ace to All on Board.

DEATH LURKS IN THE CARGO.

Besides the Constant Danger of the Oil Herting and Exploding and Instantly Destroying the Vessel There Is Also the Peril of "Fuming."

The most dangerous sort of ship affont is that particular kind of vessel known as the oil tank, and there isn't a sailorman who will sign on for a voyage in one if he can get a job on board any other class of vessel.

The oil tank is a vessel whose

on the guard rail, he hung on till a The crew of a Norwegian oil tank crowd, attracted by the noise, collectnamed the Helios had a terrible expeed, and my man, though struggling, rience a few years ago in mid-Atlanfound breath to curse the railroad. its During a heavy gale, in which tic. management and all its employees. the Helios suffered very rough han-Finally I pushed him off and signaled Ships That Are a Constant Men- dling in the mountainous seas, her oll the engineer to pull ahead. I left the tanks, containing 60,000 gallons of man shaking his fist at me and vowcrude oil, burst and flowed into the ing vengeance. Looking back from a bunkers, threatening to penetrate in a few minutes into the fireroom.

The crew flung themselves at the pumps like madmen. The oil soon began to fume, and no man could keep at the pumps for more than a few minutes without becoming overpower-The captain of the Helios ordered. ed all the crew on deck, and four in their turn went below every five minutes to work at the pumps

The fight they made for their lives was one of the most desperate that has ever been waged on the ocean. Directly the tank had burst the firemen had been ordered out of the tireroom. There was no time to quench

egat, N. J., was troubled with a severe a grippe cough. He says: "I would be completely exhausted after each fit of violent coughing. I a great deal of abuse, to which we are

A CONDUCTOR'S

STORY

By BISSELL T. RAND

Copyright by American Press Asso-

ciation, 1911.

We railroad conductors have to stand

expected to give a courteous reply. [

make it a rule when a passenger takes

me to task for something that occurs

in the line of my duty not to stop for

a talk, but to push on to another part

of the train. In this way I avoid an

unpleasant discussion, probably hav-

ing to listen to a catalogue of the rail

road management's sins against the

public and being tortured into break

The most disagreeable duty of a con-

ductor is putting persons off the train

who either cannot or will not pay their

fare. We must be careful to keep with

in the law, and we can't always be

certain about it. The company don't

wish to be sued for damages in such

cases, and where they are it prefers

I was going through my train one

day when a seedy looking man handed

me a ticket on another road. I re-

fused to take it. of course. Whereupon

he said that it had been sold to him

for a ticket on my road and I had got

to take it. I insisted that if he didn't

pay his fare I would put him off.

whereupon he paid to a station called

Arlington, saying that was all I would

get for the whole distance. I replied

that he could ride to Arlington, and if

he didn't pay further he would be put

off at Harkerville two miles beyond

The man was evidently playing some

game. I disliked interfering with him

for fear he was intending to get put

off that he might serve some purpose

by doing so. The fellow looked too

respectable for his clothes. However,

the rules were imperative, and when

he refused to pay at Arlington I de-

termined to put him off at Harker-

my arms under his and lifting him

out of his seat hustled him to the

door of the car. I got him through.

but when I endeavored to dislodge him

from the platform he put up an ef-

fective resistance. Getting his grip

who had witnessed his ejectment.

The matter troubled me. 1 expected

that he had some right to ride that I

knew not of-that he would sue the

company and I would be discharged

for not having passed him. Ordin-

arily, this would not have troubled

me, but in this case the man, though

shabbily dressed, did not look like a

tramp or a man accustomed to force

There had been an attempt to wreck

one of the trains on the road which

had nearly succeeded. The train re-

ferred to carried a large sum of money

himself as a deadhead.

When the train stopped 1 put

Arlington

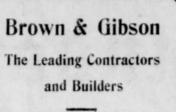
ville.

that the law be on their side.

ing the rules by using severe words.

R. G. Gollins, Postmaster, Barn-

stock, Ill.," say "Mail me your Free Offers."



had a dealed of higher before to be a dealed

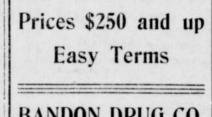
Lodge and Professional

Directory

fications and it you are going to build anything, no matter how large or how small, we can save you money. Let us figure on

Pianos

buying a Piano, give us a call. It costs you nothing to examine them.



Blacksmiths and Wagonmakers





consists of oil, which is carried in great tanks. Two dangers are ever tainly have been suffocated by the present to all on board-namely, that fumes of the oil had they remained the oil may heat and explode, which below to do so. means the instant destruction of the ship, or that it may burst from the crew of the Helios worked like detanks, in which case the ship is almost certain to be destroyed by fire.

the "fuming." When the oil "fumes" the working of the ship be comes almost impossible. On a "fuming" oil tank no one can remain below deck for more than ten minutes without becoming overcome by the oil fumes, which are a hundred times more deadly to human life than coal gus.

The most terrible tragedies of the ocean have occurred on board these death traps

A few years ago a Russian oil tank, the Omar, which sailed from Batum bound for Bombay with 40,000 gallons of oll on board, was sighted in the Pacific by a German tramp steamer named the Velter Fend. The Omar was flying signals of distress and when sighted was apparently completely disabled, for she was making no head-

The sea was quite calm, and the captain of the Velter Fend approached within bailing distance of the disabled ship, but no reply came from her in response to his hail.

Then the captain of the German tramp sent a boat to the silent ship. When the boat's crew reached her decks they saw five men lying on the deck, three of whom were dead. The other two were in a state of collapse. but alive.

The mate of the German tramp, who was in charge of the boat, at once guessed that the oil had "fumed" on board the oil tank, probably at night. and that the two men in a state of collapse were probably the only survivors of the disaster. This subsequently turned out to be the case,

Below the decks, which the crew of the German tramp penetrated with great difficulty and danger to themselves, for the oil was still fuming, six of the oil tank's crew were found dead in their bunks, where they had teen sufficiented by the fumes in their Three of the crew had succeeded in reaching the deck, but had died subsequently.

The two survivors were the only two on deck when the fumes burst from the tanks and in their efforts to save the others had very nearly perished themselves.

the fires, for the firemen would cer-For eleven hours the officers and

mons at the pumps, making the most desperate efforts to keep the oil from There is also the remote danger of .reaching the fire room. By the end of that time eight of the crew lay unconacious on the deck, overcome partly by exhaustion and partly by the fumes. It was now only possible to work two of the numps, and it became certain that, unless help arrived in another hour, the ship, with every living soul on board, would perish. It should be mentioned that every lifeboat on the Helios had been damaged during the storm

Half an hour passed, and by then only the captain and the mate were working at the pumps. The destruction of the vesel was now only a matter of minutes. It was at this critical juncture that the oil tank was sighted by the Majestic of the White Star line. and twenty minutes later the crew of the doomed ship were safely on board the liner.

As the last man scrambled on board the Majestic from the boat which had been sent to the help of the Hellos a mountain of dame sprang from the decks of the oll tank, and a few minutes later the blazing vessel sank below the water

A Russian oil tank named the Vladimir some years ago exploded in midocean, when every one of her crew perished. This disaster took place in the southern Pacific, -London Answers.

Hot Winds of Egypt.

"Khamsin" is the hot wind from the desert which blows out of the Sahara upon Egypt. The word means fifty, from the idea that it lasts for fifty days. The khamsin is terribly hot and dry and sometimes brings pestilence with it.

Japan's Army Rations

The rations for a day provided by Japan for each of her soldiers in the field are three little bags of ricerand a bunch of dried vegetables.

Dietary Fads.

The late Samuel Wilks, Queen' Victoria's physician, was opposed to-dietary fads. He once said, "If a fieldist tells you to take an ounce of albumen. an ounce of starch and so much water, and all that sort of thing, just you go and get a nice chop."

for an express company, and it was supposed that it was to rob this car that the attempt had been made. Running a local train myself, I did not take much interest in the matter, for my train was not liable to be wrecked for purposes of robbery.

One morning I was told that the gang who had attempted to wreck the train had been tracked by detectives employed by the company, and an arrest had been made. But where they had been captured I did not hear. I was just starting out on my daily trip and had no time to indulge my curiosity by making inquiries about the matter.

When I reached Arlington I was handed a telegram from the superintendent to stop my train just across a bridge about a mile before 1 reached Harkerville and take on a party that would be waiting there for me. I made the stop as ordered and found several plain clothes police officers, armed with rifles as well as revolvers, guarding a number of handcuffed prisoners. The officers put their captives aboard the train, and after starting I 'went into the car where they were to collect their fares. One of the officers, clapping a hand on my shoulder, said:

"See here, conductor, a few weeks ago you put me off this train for not paying my fare. 1 was obliged to submit, but now I propose to carry this money. We're quite prepared for anything that may happen.

The man spoke banteringly. I looked at his face and it seemed famillar. Then it dawned upon me that he was the seedy passenger with whom I had had the scuttle.

"Don't you remember me?" he asked, smiling.

"I think I do."

"You should. You helped me get in with these gentlemen with bracelets on their wrists. They are the men who tried to wreck the express some time ago. They were tracked to Harkerville, and the company sent me there to gain their confidence. I saw no better way for an introduction than to get put off the train. I stayed awhile in Harkerville, cursing you and the road, until one of these men was emboldened to propose to me another attempt at wrecking

He had had a pass in his pocket at the time I put him off, and had another now for himself and party. But I didn't ask to see it.

