

SEMI-WEEKLY

# Bandon Recorder

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We are still wondering what the city would get if it voted sixty or eight thousand dollars bonds for an extension to the present water system?

It is by the straight line from Bandon to the Curry County line about eleven miles and a thousand feet, or a total distance from Bandon, to Langlois of about twelve and half miles. Why travel the old roadway and go 16 miles?

Peace rumors in the European conflict are afloat but the suspicion insinuates itself that the wish is father to the thought. All agree that it would be a pleasant prospect to see the mills that are idle resume operations and the powder plants closed down for an indefinite period.

The Port Orford Tribune felicitates itself upon the 23rd anniversary of its publication and looks forward to 23 more years of faithful service to the community. We extend congratulations to the Tribune and predict that in 23 years more the Tribune if it is serving the community in the same proportion as now, it will have assumed a metropolitan appearance.

The Floras Creek gravel is far famed for its road building qualities, Curry County has builded well to the Curry County line. Why does not Bandon and Four Mile as consolidated districts, induce the Coos County Court to contract for that gravel which can be had at practically nominal prices and begin building permanent roads of that material Northward from the county line.

According to a law passed at the last session of the legislature, all grocery stores, meat markets, restaurants, bakeries and other establishments in which food or groceries are kept for sale, must equip their respective places of business with screen doors and windows. The law becomes effective on May 22. Persons who fail to comply with the law on that date are subject to a heavy fine and imprisonment.

If it should happen within five years that coking coal, iron and limestone were brought forth from the earth in generous quantities, for factories, mill and commercial purposes, Bandon, Port Orford and Coos Bay would enter into active competition for an immense business. Coos Bay would be at a disadvantage in the distance particularly from the limestone, Bandon would be the first accessible tide water. Port Orford would most likely present a situation then sufficient to interest the Government in a breakwater.

### SIC 'EM

The nightly prowlers around Bandon are becoming too numerous. Too frequently chicken coops and fruit cellars are visited by them, and the faint but yet unmistakably discernible foot step in the back yard long after the hour of low twelve, and the stealthy hand that tries the lock are becoming a nuisance. If it does not cease, it will behave the citizens to lay

in a supply of hickory clubs, pepper and salt, or organize a vigilance committee to wait upon the suspects some of whom, whether guilty or innocent, are becoming confidential table talk in many households.

### VALUE OF BAD ROADS

A forcible argument in favor of bad roads came to our attention this week. It seems one morning recently the farmers who haul milk to the Two Mile cheese factory had an experience with a swarm of bees. One team under the attack of the stings, became unmanageable and ran away. From appearances the run would be a long one; from the way the cans began to bounce out it seemed as if damage might be done ere the steeds were stopped. But all's well that ends well. The team tried to cross a miry place in the road and slowed up so much in the crossing that they were easily caught. Moral: Don't allow your team to run away unless the roads are suitable.

### SHOULD ACT PROMPTLY

Bandon Road District No. 19 ought to be consolidated with the Four Mile Road District. Our district has an assessed valuation of over one million dollars. The Four Mile District has less than one hundred thousand, and the apportionment which that district gets, would not build a good bridge. That district is 6 miles wide. Curry's good roads are well known. The Bandon district's roads are in the making, and what benefit is either, with six miles of poor roads between. If the consolidation takes place, it should be done this summer, in order that joint road tax could be submitted to the voters this fall, and plans perfected for road building one year from now.

### READY TO BE SHOWN

We understand that at the next city election is to be submitted the question of whether or not the Charter should be amended, increasing the power of the Council to vote an annual tax, from ten mills as it now is to a maximum of 15 mills. We believe that in the administration of the City affairs that it may become advisable at times to exceed a ten mill taxation but the advisability thereof might well be vested in the people only. Why not leave the limitation of taxes to be imposed by the Council at 10 mills, and submit to the people at an election the question of whether they will vote the additional tax in excess of the 10 mills.

We would favor such an amendment but if we understand the proposed amendment correctly and it is the purpose thereof to leave to the council exclusively the voting of a 15 mill tax in its judgment it is deemed proper, then we are ready to be shown why we should not oppose the proposed measure.

### IT CAN BE BUILT

There is a general discussion in Roseburg as to whether Kendall Brothers can build 30 miles of railroad for \$750,000.

This would be at a cost of \$25,000 per mile. If steep enough grades and sharp enough curves are used and enough distance is developed to prevent large excavation, \$25,000 per mile will be ample. Especially since the line is through a timbered country that will furnish very cheaply all piling and timbers necessary for bridges and timber culverts, and also the ties. In such a country as exists between Roseburg and the Cascades that amount would not build a first class line but it will construct one that will readily serve all needs demanded of it for many years to come. No large terminals will be needed on this short line which ordinarily go to increase the cost per mile of railroads.

### ROAD TALK

When Bandon votes a 10 mill tax for the township line road it raises

about \$12,500. This sum ought in all fairness and justice to be augmented by the County Court from the general fund for like amount aggregating \$25,000, which sum should be raised for three consecutive years. Such a sum in addition to the work already done, would clear, grade, hardsurface, with asphalt macadam the entire eleven and one third miles from Bandon to the Curry County line, and when completed would be the biggest asset which we could have. The greater portion of this sum would be re-expended in this vicinity, and only a small portion thereof sent away for the asphalt. Extended for such a period of time, it would not work a hardship on the district, while the benefit to be derived would be wonderful. The only additional sums hereafter required would be small maintenance costs or else roads in a new locality.

### CONGRESSIONAL TIMBER

The people of this congressional district concede that Southern Oregon is entitled to furnish the material for that office—if she can first capture the office, and when Southern Oregon is mentioned, the importance of Rivers and Harbors to Oregon, and the importance of such a subject in Congress naturally brings Coos county into prominence; yet one from this county may be only slightly known in the remaining portion of the district. We do not wish to take up the candidacy of any one man to the exclusion of others, but when a suitable man for the place is found we are constrained to point him out. Such a man is Judge J. W. Hamilton of Roseburg, his qualifications can not be denied, and his circle of friends like his acquaintance extends throughout the District. We have not the slightest intimation that he aspires to such office, but are firm believers in the coming political millennium, when the office shall seek the man and only twelve month hence we will be called upon to attend the primaries for the selection of a full set of candidates from presidential electors down.

### THE WHOLESALER

The wholesaler is not only a contributing cause of the high price of living but a hindrance to the unstrained marketing of the products of the manufacturer. And his field of operation includes among others the timber and lumber products of our own community. As an illustration, a local shipment consisting of 200 items was received at Bandon by a representative of a commission and jobbing firm in one of the large cities, and a representative of that firm tallied the shipment onto the ship carrying the same charged the manufacturer with 140 units shortage out of 200. This notwithstanding the captain's denial of loss. This is no an isolated case. It will never be regulated until the commission man is eliminated or else strictly regulated by the Interstate Commerce commission or other competent authority. Producers and consumers should co-operate. The middle man should be on a flat salary and under bond. If he violates his pledge he should be sent to the penitentiary, under laws specially enacted for the purpose. Chambers of Commerce are in a peculiarly advantageous position to co-operate with each other and promote these ideas.

### A WASTE OF EFFORT

The County Court usually votes 10 mills county tax for road purposes. Of this road money which they collect one half thereof is returned to the district contributing the tax and the balance thereof paid to a general road fund, to be expended when and where the County Court will. For two years this road district has voted a 10 mill tax for the improvement of the township line leading toward Curry County. The matter has been before the people on several occasions for a vote, and in each instance the voice of the people has been consistently about 4 to 1 for the township line road. Under adverse circumstances, and in the face of litigation, the people with dogged persistence are opening up that road, and what a road. It is cleared and slashed, and graded, but not rocked. The county has not, so far, contributed one red cent so far as we know to that road in addition to the special tax voted by the District. The road money rightfully belonging to this district, is expended on other roads of less concern or moment to the people. A very great portion of it is expended on the old County Road leading from Bandon to Curry County, which by the way in addition to being from 2 to 4 miles further than the straight line, it not, according to reliable information received, even located on the proper right of way, although it does cross it in a place or two. The result will be in ten years if we continue at the present rate that we will have two very expensive, hardsurfaced, highways leading from Bandon, north paralleling each other, and at most scarcely more than a mile apart. There is no such thing as too much good roads but this

would be an absurdity and it will come to pass if the tax payers who furnish the money permit it. For the past two years the people of Bandon and vicinity are expending their good money on the townline road under a special tax, while the county general fund is contributing money for rock-ing, planking and otherwise hardsurfacing the old roundabout way which will of course be ultimately abandoned by the through traveler to Curry Co. and which at best can only be used for local purposes. This evident unfairness we expect to comment on when ever we feel like it, and we expect to feel like it often.

Strange 'tis 'tis true for truth 'tis always strange—stranger than fiction. Victor Hugo was without a peer as a writer of fictitious tragedy. Still nothing he ever imagined forth from air, nothing could rival the sad experience of his daughter Adele. Kidnapped from her home in Paris by an English army officer, Guernsey—deserted and found demented in New York, she either could not or would not relate her sad experience but kept the tale to herself.

State school authorities throughout Oregon are cooperating with the state board of Forestry and Oregon Forest Fire Association in carrying forest fire lessons to public school pupils before the 1915 danger season opens. Over seventy thousands little booklets are being distributed containing a story entitled "The Friends Of The Forest" written by E. T. Allen, which weaves into attractive story form, with a boy and squirrel as heroes, the age-old prevalence of fire in these states, the struggles of the trees for self-preservation and the interest of men and children in our forest resources.

If the council has its way all the sidences of the city will bear their houses of the city will bear proper numbers. Lack thereof is found to cause great confusion in keeping city records, especially those of the water department. Many of the houses are listed by description. To remedy this matter the council ordered the city attorney to draw up an ordinance forcing owners of houses to fit them up properly with street numbers. It was demonstrated to be an expense of only a few cents each, and it was calculated that considering the convenience the numbering would result in, the work should be done.

A. McNair is nursing a badly bruised eye and he says you should see the other fellow.

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one reached in a hand and shook hands with me.

Yes, its over now, and I wouldn't care to go through it again."

The wrecked Randolph was built on the Coquille river several years ago. As a sea goer it had a checked experience. It is reported to have been aground at different times on several bars on the coast, once on Rogue river and once on the Columbia bar. It was valued at \$6,000 and carried no insurance. The boat was sixty feet long and was considered seaworthy although some alleged it was too flat bottomed to be trustworthy.

Last year it was commanded by Captain John Anderson who lost his life while attempting to board her at Port Orford last Autumn. The dock is considerable higher than the deck of the ship. The gang plank was run from the dock to a place in the vessels ratlines. A sudden wrench of the boat let the plank fall while the captain was crossing and he fell, striking his head against the vessel's railing.

The trip ending Saturday was the first of the season. Last winter negotiations were nearly completed for the sale of the Randolph to citizens of Port Orford but fell through because of complications that arose through the death of Captain Johnson. All this past winter the vessel has laid at Prosper undergoing repairs.

The battered hull laid on the beach Sunday where it was the object of interest to many spectators. Its masts came onto the beach in one place, its rudder in another and its booms and sail in still another. The hull itself righted and at low tide was left so it could be reached between waves almost dry shod. But no clew to the missing men was found in the boat. A survey has been kept of the shore but so far no wave has washed up a body.

It is stated as likely that the bodies can not be found. Should they have sunk in the drifting sand at the mouth of the river they would be covered over in a short time and would never rise.

Were it not for the presence of the life savers and their ready work two more would doubtless have been added to the three now in a watery grave.

# Big Headline Attraction

The Famous

## Rotarian Male Quartet

Now playing to packed houses everywhere. Will appear in a two hour concert at the

## GRAND Theater

One Night, Only

Wednesday Night, April 21st

The biggest attraction ever presented in Bandon.

Seats now on sale at Boyle's Jewelry Store

ADULTS, 50 cts CHILDREN, under 12 years, 15 cts  
Doors open at 7:00 p. m. Pictures at 7:30. Concert starts at 8:30 p. m.

# A Show Worthy of your Patronage

### AN OLD FAVORITE

#### The Well of St Keyne

A well there is in the west country,  
And a clearer one never was seen,  
There's not a wife in the west country  
But has heard of the well of St  
Keyne.

An oak and an elm tree stand beside,  
Behind does an ash tree grow,  
While a willow from the banks above  
Droops to the water below.

A stranger came to the well of St  
Keyne,  
Pleasant it was to his eye,  
For since cock crow he had been trav-  
eling

And there was not a cloud in the sky  
He drank of the waters so cool and so  
clear,

For thirsty and hot was he,  
And he sat him down upon the bank  
Under the willow tree.

There came a man from the neigh-  
boring town  
To the well to fill his pail  
He reeled his pail upon the brink  
And bade the stranger hail.

"Now, art thou a bachelor, stran-  
ger,

For if thou hast a wife  
The happier draught thou hast drank  
this day

That thou ever didst in thy life,  
Or has your good woman, if one you  
have

In Cornwall ever been,  
For if she has, I'll venture my life  
She's drank of the well of St Keyne

"I left a good woman who never was  
here"

The stranger made reply,  
"But that my draught should be bet-  
ter for thee"

I pray, answer me why."

"St Keyne" said the countryman,  
"Marry a true

Drank of this crystal well,  
And when she at us summoned her  
She laid on the water, a spell—

If the husband of this gifted well  
Shall drink before the wife,  
A happier man himself will be  
For he shall be master for life.

But if the wife should drink of it first  
Heaven help the husband then,  
The stranger stooped to the well of St  
Keyne

And drank of the water's again.

"You drank of the well, I'll warrant,  
betime."

He to the countryman said,  
But the latter smiled as the stranger  
spoke,  
And sheepishly shook his head.

"I hastened as soon as the wedding  
was done  
And left my wife on the porch.

But, faith, she had been wiser than  
me  
For she carried a bottle to church."

—Robert Southey

The text of the decision in the port of Bandon case by the supreme court is unusually terse and direct in its comment on the situation of the Coquille. After stating that inaccuracies might occur in the maps presented it says there is no evidence to prove that the vote of the section which might be tributary to Coos Bay had any direct bearing in the election and said if the tax payers so wrongly included in the district should refuse to pay their taxes the courts would give them relief, not by declaring the whole district illegal but by declaring their property outside the limits to which the port could legally extend, regarding the upper port.

The city council at the meeting Wednesday night promised to co-operate with the commercial club in its efforts to get the beach walk in shape for use in the near future. Messrs. Wade and Sullivan waited on the council to explain the part the commercial club would furnish the labor if the council would furnish the lumber. This last, was a small item and he thought \$50 would about cover it.

Without dissent, the council voted to meet the club on the proposition and the allowance was duly made. The beach walk and its restoration is admitted to be an important matter for the well being of Bandon. During the summer the crowd of visitors is large and convenience for them to get onto the beach is a necessity. It was suggested that the walk be laid near the bluff where it could be laid on rock and discarded timbers from the old tramway out of reach of the tides.

U. S. Palmer of Two-Mile was in Bandon Saturday.

# WARNING

Building materials are cheaper now than they have been for 15 years. The increasing demand for building materials as well as the recent revision in the Canal Tariffs, exempting American coastwise vessels from paying tolls on deck loads of lumber, and several other important reasons, will in all probability cause increases in prices within the next 90 days.

## BUILD NOW AND SAVE MONEY? IS THE WARNING.

My system of management will save you from ten per cent to fifteen per cent. Why? Because only the most experienced and skillful contractors in this community are eager to figure from my plans and specifications, they know they are complete and leave no chance for a dispute with the owner, and enables them all to indulge in the keenest competition.

The owner can not have close fair, competition without the service of an architect. FEES REASONABLE. 15 years of practical and theoretical experience.

**KARL H. SCHEEL,** ARCHITECT AND MANAGER OF CONSTRUCTIONS  
**DIPPEL & WOLVERTON'S OFFICE**  
BANDON OREGON