

THE TRUE GLORY OF A NATION

It is not in the magnificence of its temples; not in the beautiful creations of art lavished upon its public edifices, not in costly libraries and galleries of pictures; not in the number and wealth of its cities that we find a nation's glory. A ruler may gather around him the pomp of the world amid a brutalized people; the senate chamber may retain its faultless proportions long after the voice of patriotism is hushed within its walls; the monumental marble may commemorate a glory that has forever departed; art and letters may bring no lesson to a people whose heart is dead.

The vine clad cottage by the hill side, the cabin of the woodsman, and the rural home of the farmer are the true citadels of any country. The pleasant piping of the herdsmen, the merry ring of the anvil and the songs of the harvest home are sweeter music than the peans of departed glory or the songs of triumph in war.

Would you see the emblems of true national glory I would show you villages where the crown and glory of the people is in their common schools, where the voice of prayer goes heavenward, where the people have that most priceless gift, faith in God—E. P. Whipple.

THE OJIBWAYS

On the calm day of summer the Ojibway fisherman pushes his bark canoe out on the inland ocean of pelucid depths seems like one balanced between the north, (Lake Superior) and as he gazes into its earth and sky. Again he explores the watery labyrinth where the stream sweeps between pine tufted islands or rolls dark and deep beneath the shadows of moss bearded pines.

The little islands on the verge of the horizon seem merging into spires, now disappearing from sight and he fancies that the evil spirits of the lake lie basking their serpent forms on those unhallowed shores.

Or he drags his canoe upon the pebbly beach and while the camp fire crackles on the grass plat, reclines beneath the trees while he smokes and laughs away the sultry hours in a lazy luxury of enjoyment.

But when winter descends upon his heels, fettering up the streams, sealing the fountains and turning the green robed forests into shivering nakedness, then bearing their frail dwellings upon their backs, the Ojibway family wanders forth in the wilderness cheered only on their desolate track by the whistling of the north winds and the hungry howling of the wolves. By the banks of some frozen stream, women and children, men and dogs lie crouched together around the fire while the wind whistles through the fir trees like a gale through the rigging of a frigate and the narrow concave of their wigwam sparkles with the frost work of their congealed breath.

In vain they beat the magic drum and call upon their guardian Manitou. The wary moose keeps aloof, the bear lies close within his hollow tree, starvation stares them in the face.

And now the hunter can seek no more. Stiff and stark with sunken cheek and shriveled lip he lies beneath the snow drift until with teeth and claw the famished wild cat strives in vain to pierce the frigid marble of his limbs.

Such harsh schooling as this was thrown away on the incorrigible mind of the northern Algonquin. Always in the season of plenty he forgot the time of need and ever the sleet and the snows descended on his houseless head.—Francis Parkman.

Advice received today from Southern Pacific head quarters, Portland, state that arrangements have been made with the North Pacific Steamship Co. to handle freight between Portland, Coquille, Myrtle Point, Bandon, Powers and other local points on the Coos Bay, Roseburg & Eastern Railroad Co. through Marshfield in place of the Steamer "Breakwater."

Mr. Miller says the Breakwater will not return to the Portland Marshfield run because she is seriously in need of repairs; the cost of which are extensive.

The arrangement with the North Pacific Steamship Co. is made through desire of the Southern Pacific Co. to continue through freight service for their patrons until such time as the Willamette Pacific line is completed and in operation, which is expected to be not later than May 1st of next year.

The Southern Pacific could not continue the boat after the railroad is finished, that being contrary to law.

The date of the new arrangement will be announced in a few days, if being necessary to publish tariffs and file same with the State Railroad

Commission, which ordinarily requires ten days notice to the public and filing with the Commission. Efforts are being made however, to secure permission from the Commission to make the tariffs effective on less than the full statutory notice.

It is explained that the reason for taking Breakwater out of service at this time is that the repairs required would cost in the neighborhood of \$2,500.00 and, this in view of a loss of approximately \$21,000.00 during the fiscal year ending June 30, 1915, and a loss of \$2,000.00 per month since that time with prospect for a still greater deficit continued operations of the boat is unwise.

This explanation is made that the public may understand the causes leading up to the action taken.

Pewaukee, Wis.—Here's the latest fish story. Robert Nichols and E. F. Schmitzler went fishing. Arriving at the favorite spot, they found to their horror they had along a can of green paint instead of a can of bait. But, listen, Nichols is an artist. He painted pictures of a worm on the hooks, and they had record catch.

PIONEER'S LIFE STORY

Capt. Tichenors Early Life. Sailor, Politician, Miner and Adventurer. Trip Across the Continent 1848

(Continued from last week)

At this time much excitement existed in relation to the Trinity river from the report of Gregg's party, who had but a short time previously told of immense deposits of gold on that river. It was generally believed that the Trinity discharged itself immediately into the Pacific. Tichenor entertained the same idea, drawn from a chart given him on his southern voyage by the captain of a Spanish brig. He therefore placed his vessel in the hands of A. J. Cort, afterward Naval Agent of the U. S. at San Francisco as his agent, the vessel being put on a voyage for the Trinity river for passengers 85 presenting themselves in two days.

The boat sailed about 20th of March 1850, and had free winds favorable to the examination of the coast to Cape Mendocino, when the wind increased to a gale forcing the vessel to keep clear of the land. The gale subsiding the vessel found herself thirty miles west of Cape Blanco.

Early on the morning of the 25th or 27th, Capt. Tichenor lowered away his whale boat, watered and provisioned, with a full crew, and pulled for the Cape, leaving orders for the mate to stand along the coast south one degree and then leave to for him. The Captain reaching the Cape, pulled and sailed with the whale boat along the shore examining carefully all indentations, bays, creeks and rivers. Entering the roadstead now called Port Orford, he wished to land and examine the place but apprehending difficulty with the numerous naked savages, and their hostile appearance prevented him, as he was not prepared for a fight, nor did he wish one. Continuing down the coast on the second day he made Point St. George, and entered the little bay now called Crescent City, or where that place is located. Here was lying at anchor the Brig Cameo, with the old California pioneer R. Risley and family, and on the eastern side of the little bay the wrecked schooner "Paragon" which had gone ashore in the blow above alluded encountered off Mendocino. Remaining but a short time, Tichenor stood to sea in search of his vessel and joined her late in the afternoon, immediately making all sail and standing for the harbor he had just left which he entered about dark, being towed in by his three boats through the rocks—some sunken—some rearing their sharp and threatening points high in the air.

Five miles south of this point, the day previous, a boat, from the brig Arab commanded by Lieut. Blunt, U. S. N., undertaking to land had capsized with ten men in her, five of whom were drowned, among the latter being Lieut. Browning, Lieut. Bache, and a gentleman by the name of Peoples. A man by the name of Conner was of the party and gave Captain Tichenor the rings worn upon his fingers, and by him forwarded to their friends.

The Ryerson took the survivors of the unfortunate boat together with the crew of the wrecked Paragon standing down along the coast, passing Trinidad dead in the night.

The Spanish chart to which allusion has been made, recognized the entire indentation from Point Trinidad to Cape Mendocino as Trinidad Bay, therefore giving grounds for the belief that Trinity river must discharge itself into this bay. Capt. Tichenor firmly believed that the river now called Eel river was the original Trinity river of the early Spanish navigators. Finding a large volume of muddy water discharging itself into this bay, he came to anchor abreast, and determined to closely inspect the river. For two days he observed the action of the current and examined the shore line with his boat, and on the third morning he entered it without a boat, bringing his vessel in the following day. This was on the 3rd day of April, 1850.

While lying at anchor off the mouth of the river, the U. S. schooner Ewing then on her voyage of reconnaissance of the coast, came to anchor not far distant from the Ryerson. They communicated with each other. Capt. Tichenor gave to Lieutenant McArthur, in command of the Ewing, the tidings of the drowning of the Arab's party.

While lying at anchor off the river, the brig Arab was in sight standing off and on off Cape Mendocino, she discovering the dangerous reef, called Blunts Reef, after Lieut. commanding.

The schooners Whiting and Lieut. Morgan also came too with Ryerson; but soon got under way and stood for Trinidad Head. The Laura Virginia was also standing off the entrance of the Bay called and named by Lieutenant Ottenger in command of the same, and upon the following day after the Ryerson entered the Eel river entered that bay and made a location of

the town of Humboldt immediately at the left of the entrance on the south side of the bluff, where a gentleman by the name of Harper has ever since made his residence. This was the first and only settlement of the bay at this time.

The Ryerson after entering Eel river, made fast on the north side of the entrance and the following day sailed up a slough coming in from the south having good water for the draft of the vessel drawing eleven feet, remained on this slough but two days and discharged her passengers who had the day before entered the river, signed a full discharge to the Ryerson, as having delivered the passengers at their destined Trinity river. All were therefore thrown upon their own resources from the moment of the vessel's entrance into the river and fully exonerated from further responsibility. Capt. Tichenor took six volunteers together with one boat crew and commenced the ascent of the river, leaving his vessel in charge of his mate, the vessel lying a short distance up the main river, the party ascended a few miles and below the first fork of the river constructed a small block house for the protection of the boat crew, who were left there.

They encountered no Indians until the second day, when their troubles and dangers commenced. Strict guard had to be kept through the night and day, and at no time were more than their own number of Indians permitted to approach the camp. Every indication plainly showed that hostilities must commence soon, and being thoroughly convinced that such was the fact, the party ascended the high and lofty peaks on the north side of the river into the deep snow. All were satisfied from the formation and general appearance of the country, as well as by prospecting, that there was no gold on the waters of Eel river, and directed their steps to their vessel. The Indians were numerous and showed great hostility, and only by the utmost vigilance did the party escape keeping upon the crest of the high ridge and descending gradually over a vast grazing country, destitute of timber, save a few scattering oaks, until they entered the magnificent forests of Red Wood ranging along the river. Reaching their block house they found the boat crew safe and well. They embarked for the vessel, reaching her the 20th of June, their entrance into the river being April 23rd.

On the morning of the 24th the Ryerson got under way and cleared the bar without accident and the same evening entered Humboldt Bar.

At the block house on Eel river, the Sonoma party, accompanied by some of the Gregg party, who had reached the coast at Point Trinidad, went via Humboldt, Eel river and Clear Lake to their homes in Sonoma county, California. Among their numbers were the Graham brothers, Elias and Arthur, Capt. Stanbury, and Capt. Smith, who were the avengers of the brave pioneer, Andy Kelsey, (killed by the Clear Lake Indians,) all of whom were taken prisoners by the order of Commander Stockton, commanding the station of the Pacific, and confined on board the United States Sloop of War, Savannah. They were held prisoners for some length of time, examined, discharged, justified in this. They were fine specimens of Western manhood brave and generous to a fault. This party agreed with Capt. Tichenor to share equally all advantages derived from their settlement upon Humboldt Bay, in consideration of his having a vessel which would enable them to get supplies not otherwise obtainable. Upon the arrival in the bay of the Ryerson, claims mostly located at the head of the Bay embracing the most valuable agricultural and timber lands. A number of claims had also been secured at the middle and eastern side embracing the City of Eureka, a name given it by one John Harwood, a mate on the Ryerson, also the point subsequently occupied by the Government as military post. The Ryerson sailed immediately for San Francisco, returning in June and upon her second voyage was sold in the last named place and have ends the services of the Ryerson as an explorer; a vessel endeared to her captain by the many dangers and thrilling events encountered in her.

In this month, July, 1850 the San Roberts had also caught the fever of exploration, sailing north, and on the date last mentioned, entered Rogue river. Owing to the hostile demonstrations of the Indians she sailed south of the river, and the following month she entered the Umpqua river, having as passengers S. F. Chadwick, A. B. Gibbs, James and Patrick Flanagan,

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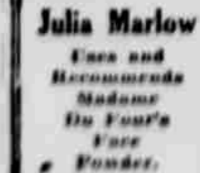
T. D. Winchester, Col. Jas. Drew and brother, and others who gained prominence in Oregon. The two first named being ex-governors of the state Gibbs taking his claim where the town of Gardiner now stands—Port Orford Tribune.

The Ladies' Aid of the M. E. church will meet every Wednesday afternoon in the parlor of the church until otherwise notified. Work solicited. All are invited.

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