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ENGLISH ARTILLERY IN ACTION.



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Little Chance For Roseburg Railroad

Tonnage is First Consideration of Bond Buyers—Other Industries More Favored.

Mr. Richardson said he passed nearly four weeks in the east, and had the pleasure of talking with some of the greatest financiers of the United States. In New York and Chicago, Mr. Richardson said, he discussed the proposition of selling the bond issue with the heads of two of the most important banking houses of those great cities. "I discovered after a brief conversation with eastern bond buyers," said Mr. Richardson, "that we are going to meet with considerable difficulty in selling our railroad bonds. It was the general opinion of the persons with whom I talked that the legal restrictions imposed on the railroad commissioners at the time the bonds were voted makes their sale almost an impossibility. It is my opinion that we will have to make the bonds more flexible before they can be sold. The great banking interests of the east are looking for investments in development enterprises, rather than in railroads. A New York bond buyer and a man who has made a careful study of conditions on the Pacific coast, informed me that money was now available for the development of legitimate water powers, sawmills and other industries of a similar nature. This same bond buyer, however, did not appear to relish the idea of purchasing bond which had for their purpose the construction of a railroad from Roseburg to Coos county. Almost without exception, the first question asked by eastern capitalists was with regard to the amount of tonnage that would be available in the event a railroad was constructed from Roseburg to the coast. From my talk with these men I learned that railroads are built on a tonnage basis and that passenger traffic is not even considered by them. In fact, it was the general opinion of railroad builders that the passenger business was a drain on the treasury rather than a dividend producer. I was told by men of high financial standing that transportation was only incident to the establishment of industries. During a talk with one of the best known bond buyers in Chicago I was informed, or it was rather suggested to me that the people of Roseburg and vicinity should first secure some staple industries which would aid in developing the country. I found it was almost impossible to secure transportation unless there were sufficient industries to assure a large and profitable tonnage during the entire 12 months of the year."

"Yes," the pessimist says, "day after tomorrow it'll rain sure or else the wind will blow." But what more could we expect. He's only a pessimist.

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Coos Bay Has Clear Sailing But Bandon Strikes a Snag

From newspaper reports it appears that the main point upon which the supreme court granted a re-hearing in the Port of Bandon case, which was brought to test the validity of said port, was on the grounds that the territory embraced or included land already incorporated in the Port of Coos Bay. To the lay mind this contention, if true, appears necessarily fatal. But what Coquille seems to have encountered in forming its port district seems to have been overlooked in the "friendly suit" that followed the organization of the Coos Bay body. If the Port of Coos Bay has included part of the Coquille watershed in its confines, and we are satisfied that it has—Prosper precinct having voted on the selection of commissioners for their side—it seems to be very strange that the issue was not raised in the Coos Bay case. Or was the friendliness of the case so pronounced that this particular issue was allowed to get by. It was generally clear in the understanding of the average individual that the port districts were to embrace territory within that particular watershed. But in the formation of the Port of Coos Bay, we went out of this watershed and included the Ten Mile country, which has a distinct and separate watershed of its own. Big Creek, embracing Shore Acres and other lands, near the entrance to Coos Bay were omitted and the reason given was that it had a watershed of its own, the argument being supported by the facts. Then we jump over the divide and grab a piece of Coquille territory. The Port of Coos Bay received the official sanction of regularity from the supreme court, but now comes the Port of Bandon and its plans seem to have been upset for traveling on lines similar to that of Coos Bay in the program of its organization. The conclusion is therefore readily reached that what is sauce for the goose is not always sauce for the gander—Marshfield Sun.

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Bank of Bandon

Chemists' Analysis Appears Damaging

Examination of Arthur Russell's Produces Sufficient Arsenic to Have Caused Death.

The report of E. P. W. Harding, the O. A. C. chemist who analyzed portions of the stomach and intestines of Arthur Russell for the prosecution in murder charges against Mr. and Mrs. Clarence E. Russell of Myrtle Point, is to the effect that he found no trace of any poisonous matter except arsenic. The amount of arsenic was small, but the amount of material was small, consequently the chemist declares in proportion there was sufficient of the drug present to have caused death to a person. Tissues near the bones of the body had been examined and found to contain arsenic, but the bone itself had not yet been analyzed. Water from a spring near the grave contained no arsenic, but an extremely minute arsenic mirror was extracted from the earth taken near the grave.

"From the present indications," says Prof. Harding, "I should judge the person must have been given at least one-half gram, but until I have examined the bones I could not make it more definite. I will be able to make a more definite statement after examining them."

It is not known here whether or not the body was embalmed by an undertaker and that possibly the arsenic was injected by him at that time as a preservative.

The preliminary hearing for the Russells has been indefinitely postponed.

Clarence Russell Friday furnished bondsmen for \$3,000 and was given his freedom. S. F. Reed and Mr. Warner of the Myrtle Point district went his bonds. So far they have been unable to furnish bondsmen for Mrs. Russell. She is in charge of Hark Dunham, probation officer, owing to the three little children.

A Matter of Thanks

I wish to express my thanks to the young lady who assisted me while I was attending the show at the Grand the other evening. Being directly behind me she read aloud all the announcements as they were thrown on the screen. President Wilson's over-taxed neutrality spiel included, and I was much impressed. She, being tender hearted and seeing that I was not as observant of the various announcements as I should have been, conferred that favor upon me. She is my idea of what a young lady of 16 or thirty ought to be. She is not one of the shy little thing who is afraid to speak out loud. It was a vast help to me because I didn't have to look at the screen at all—could talk to my companion and look over the audience and hear the pictures at the same time. A gentleman in front of me seemed to be bothered quite a bit because he kept turning around, and finally got up and left the theatre. I noticed that it bothered the young lady who was befriending me, too, but I assured her he had no reference to her. In order to fully thank the young lady, and so there may be no misunderstanding, I will tell her name. She is Miss Chewgum Openface, eldest daughter of Mrs. Gadabout Openface. She is to be commended.

MR. SHIEL KNOTT SEIT.
(Adv.) M25-1c

Moss Averill Married

At the home of the bride's parents at Cedar Fork on Sunday, Mar. 14, 1915, Moss Averill of Gold Beach and Miss Fanny Prince of Wedderburn, were united in marriage, Rev. Hoy officiating.

Mr. Averill has many friends in Bandon who extend congratulations. He was employed as a member of the local life saving station for a number of years, having transferred to Bandon from Point Bonita, California.

New Milk Route For This City

Opened Monday, March 15

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