

Bandon Recorder

Published weekly on Tuesdays
by The Recorder Publishing Co., Inc.

Entered at the Post Office at Bandon, Oregon, as mail matter of the second class.

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Make all checks payable and address all communications to the company.

Subscription price, \$1.50 per year in advance.

WHY NO PACIFIC SHIPS

The Pacific Mail Steamship Co. has gone out of business. Their excuse is the new federal navigation law. The real reason is that because of the hold up rates now prevailing in the Atlantic Ocean, they can sell their vessels for Atlantic trade at extortionate prices. The new federal navigation laws had nothing to do with their Pacific operations, and in the opinion of Secretary McAdoo, they could have operated as well and with practically no difference in profit under the new act under the old law. There are many business concerns on the Pacific coast built upon the faith of and depending entirely on the Pacific Mail Steamship line. McAdoo says: "Would we tolerate any transcontinental railroad company tearing up its rails and rolling stock and selling to warring Europe, because of the immense profit in sight? Public welfare would prevent." When why should we not have a government shipping bill, in which provision is made for government regulation of ships and shipping, operating them not necessarily where they will make the most money, but where they are most needed, and most promotive of the general welfare. For instance, under government regulation, an adequate number of vessels, now tied to the Atlantic—would be carrying lumber from the Pacific coast to South America, Hong Kong, Japan and Oriental ports which have always used American lumber; and would yet if they could get it.

Some oppose the government participation in shipping on the ground that it would not be profitable to the government. McAdoo says: "Can we afford to say that the government shall never do anything for the general welfare unless each agency can earn a profit? If we did the government would and should go out of existence."

"We spend hundreds of thousands of dollars for the extermination of rats and the plague. We shall never see that money again, but we saved San Francisco. Imagine the government hesitating to act because it could not see profit, on the operation of saving the people. We maintain a life saving service at a cost of \$2,000,000 per annum. In 1914 we saved 4,000 lives. Imagine a hundred men being drowned and calling for help and Uncle Sam standing on the shore and shouting back that the price for each life saved is so many dollars, and refusing aid because there is no profit in it." The revenue cutter service is a less extreme case, but in point. The Government saved last year \$9,000,000 of property. The government made no profit in the business at a cost of \$2,500,000. Public welfare requires government participation in the shipping business whether there is a profit in it or not, but as matter

of fact it is one of the few propositions where a profit is possible. McAdoo says, "If the government backs a shipping corporation I believe that it will operate at a profit and not at a loss."

"You don't realize what a nervous strain you are putting on a man in the cab," said a Southern Pacific locomotive engineer the other day to an Ashland automobile driver, "when you dash up toward a crossing just ahead of his train. There he is in his cab and he knows that he can't stop his engine. There you are in your automobile speeding toward the crossing just ahead. You probably know that you are going to stop just at the edge of the track and look up and laugh at him. He doesn't. He doesn't know that you even see the train. He does not know but what you are going to try to dash across ahead of him. It's alike, may be, to you. To him it's a few seconds of the most intense agony. Why do you do it? When you see a train coming and know that you can't make the crossing and don't even have time to try to make it, why don't you slow down and give the engineer the assurance that his train is not about to hurt you into eternity?"

"I never thought of it in that light," said the auto man. "I guess we do those things in a spirit of devilry. I can tell you one thing, though. I'm never going to borrow up another engineer's nerves."

"I wish they'd all quit it," said the railroad man. "It happens a dozen times a day."

"FEAR MEN"

Bradstreet's authority for the statement that only three percent of the men who go into business for themselves are successful. It is safe to assume that the proportion of successes in other fields, art, music, authorship, politics, social work, etcetera, is as small.

The failures are made so through FEAR. Fear of consequences, fear of the future, fear that we can not finish successfully what we begin, fear of our opponent, unnecessary, illogical fear stands between us and success and with an apparently impassable arm bars our progress.

"Those whom fear rules, we call 'fear men,' because they are not really men at all, but men requiring a classification, an apology."

It is told of Wellington that, before the battle of Waterloo, his knees shook so that he laughed and called attention to them saying: "If they knew where I was going to take them they would shake worse." That was moral courage overcoming physical fear.

PAYING THE PRICE

Wheat to the value of \$3,150,000 is being held by the farmers of Umatilla county for higher prices. The cash that sale of the stock would yield is equivalent to \$150 for every man, woman child on the county.

It is an unfortunate situation. So much money kept out of the channels of trade has a depressing effect on business.

It is caused by the ship trust. The trust beat the Wilson ship bill in the last Congress through the Senate filibuster, and thereby gained control of the ocean. It fixes the prices of wheat charters, and they are now four times as high as before the war on the Pacific coast and ten times as high as before the war on the Atlantic.

Secretary McAdoo said in his Portland address that if Congress had promptly passed the ship purchase bill last winter, it would have been easy to have secured plenty of ships, ships

which would now be carrying American wheat to finishing Europe at reasonable freight rates with higher prices for the wheat of American farmers. The chances are that the supply of such ships would have been sufficient and the example of their reasonable freight rates so effective on privately owned steamers, that Umatilla wheat would all have been sold, and the \$3,150,000 be in the channels of trade.

Secretary McAdoo charged in his Portland address that the subsidy hunters, who are of course the shipping combines, caused the defeat of the bill. He said:

"What is the real fight in this merchant marine controversy? It is a fight for subsidies. What are subsidies? They are gifts from the United States to favorite corporations, firms and individuals who operate ships."

Why should we give away millions of dollars of the people's money each year to favored ship owners over whose rates and service we have no control?

Wouldn't it be more sensible for the government to spend these millions in building up a splendid naval auxiliary merchant marine which can be controlled and operated in the interest of all the people?

Every ship owner and every ship monopolist wants subsidies. They would profit by them and they are going to make a desperate fight for them in the next Congress.

They fought for subsidies and against the Wilson ship bill to the last Congress and the Umatilla farmers and all other American farmers are now paying the price by holding their wheat or selling it at greatly decreased figures.—Portland Journal.

News of Earlier Days

Interesting Items From Recorder Files of Ten and Twenty Years Ago

(From the Recorder, Nov. 22, 1895)

Preparations were being made to have a Christmas tree in the Presbyterian church on Christmas eve.

C. Y. Lowe moved into his new quarters alongside the Dyer concrete building.

The M. E. South church had purchased two lots and the main building on the old school house site and would transform it into a church.

Alvin Munk had had Thomas Holland and E. A. Bean at work during the last few days putting in the foundation for a new building which he intends to start in the spring. It was located between the hardware store and the wharf.

The editor visited the shop of Peter Loggie and found him busy making a myrtle mantle which was to adorn a residence in Roseburg.

School in this district was expected to start Monday with J. S. Hodgkin, prin., J. H. Parklow, intermediate, and Miss Eulalie Tyrrel primary.

The steamer Bandorille, one of the props of local transportation was wrecked during the week near the mouth of the Umpqua. The only loss was the captain J. J. Winant. The boat was passing over the Umpqua bar when one of her rudder chains parted and the boat was lost. The Bandorille was unseaworthy and was unmoored.

November 16th witnessed a temperature of 72 on the beach in the shade. The next highest of the year was in July, 78 degrees.

(From the Recorder, Nov. 23, 1905)

Eggs 40 cts a dozen and scarce.

A blast of powder in the quarry last Saturday brought down a five ton stone in the contractor's blacksmith shop and scattered several rocks of large size along the road.

The Prosper cannery packed 9,000 cases during the season.

The new proprietors of the North Bend Furniture factory had taken possession and Peter Loggie was to be the manager.

Cathedral glass is being put in the Presbyterian church windows.

We had suspected that Mr. Hall-Lewis our ex-double-barrel-sur-name Roadmaster had no friends left in the county but the following from the Coos Bay Harbor would indicate that he has at least one.

This paper deplors the fact that after two and one-half years on the job, our Roadmaster is obliged to quit his office because his salary is not enough to live on. Although the work assigned to Mr. Hall-Lewis has steadily increased in volume, and the attendant expense to the Roadmaster for living and travelling all over the county has increased proportionately, the monthly pay check of the Roadmaster is still the same as it was when he was first appointed to the office. Mr. Hall-Lewis stated in criticism of

The Big Sale

of the Averill bankrupt stock still continues at the Golden Rule Store. Here are a few of the many great bargains.

- \$1.25 Childs Red Sweaters, sale price . . . 75c
- \$1.50 Childs Red Sweaters, sale price . . . 85c
- \$3.50 Mens and Womens Sweaters, sale price \$2.25
- \$5.00 Mens and Womens Sweaters, sale price \$2.65
- \$6.00 Mens and Womens Sweaters, sale price \$3.75
- 50c Mens Working Shirts, sale price . . . 35c
- \$2.25 Mens Flannel Shirts, sale price . . . \$1.45
- 50c Mens Suspenders, sale price . . . 30c
- 25c Boys Suspenders, sale price . . . 18c
- 50c Mens Silk Hose, black and tan, sale price 29c

Laces and Embroideries less than 1-2 price

The Golden Rule

the County Court in the matter, but admitted that after his living and travelling expenses out on county business are paid out of \$150 allowed him each month for "salary and expenses," the best he has been able to make as a "salary" for his services, has been \$81.00 and from that down to \$69.00. This not being enough to enable him to meet his responsibilities he sought other employment and resigned and Coos County loses the investment it has in Mr. Hall-Lewis' accumulation of knowledge and information on County road matters, amounting to several thousand dollars, which doesn't sound like good business.

Pressed to further particulars, Mr. Hall-Lewis said "under the circumstances, I prefer not to discuss the relations between the County Court and myself further than to say that Judge Watson and Commissioner Dement have always been just and reasonable, candid, courteous, and open and above board, and there has been no friction whatever between these gentlemen and myself, throughout my term of office. As to Commissioner Armstrong, it is merely a matter of business with him to oppose me, because I have always been to a greater or less extent in his way, so to speak. That is were there no Roadmaster, many details of road work should fall to him to look after and provide him with lucrative employment, for the Commissioners get \$5. per day and their mileage traveled in addition. The law doesn't require that the Court shall employ a Roadmaster, it says it may. The exercise of these functions by a Commissioner delegated by the Court, is a good thing, where by training and experience that officer has some engineering knowledge, but where it is merely a proposition with him of getting in time, without consideration of competency or capability it is obviously a mistake."

Asked whether or no the County Court would appoint a successor, Mr. Hall-Lewis said, "I cannot answer that I do not know. I have recommended that the master of our truck lines be placed in the hands of the State Highway Engineer's office, and be general district works, including the construction and repair of the lateral roads, the "feeder" to the trunk roads) be placed under the direction of a highway engineer vested with the powers granted or imposed, (whichever way

you wish to construe it,) upon the Roadmaster by the law. Plenty of competent men can be had, but you will have to pay them a decent salary"

Clint's Calm Clearheadedness

We are puzzled to know whether the following item from the Curry County Leader can be classified under the heading of wit, humor or sarcasm:

Clint M. Horn, while bucking a heavy south wind Monday with four passengers for Port Orford saved them by his quick wit and ready hand from being seriously hurt when the car skidded and turned over on a pile of scrap iron near Langlois. As the car skidded Clint shut off the power and set the emergency brake which brought the car to a full stop, and it settled over easily.

A paroled convict of South Dakota must serve out his term because he got married while at liberty. Pretty hard lines for a man who was taking the best way to behave himself—St. Paul Pioneer Press.

HOW THE PASSAGE WAS FOUND

When Christopher Columbus sailed Upon his famous quest To find a passage to the east By sailing to the west, He found strange lands and there alike A man and beast, But went it blind and did not find The west way to go east. Succeeding years they kept it up; Brave Hudson and the rest; And Frobisher and Cartier tried To find the east way, west; They hunted north and found it south; No effort was the least, They only found the way around, No west way to go east. And having searched the ocean wide Upon the famous quest We hit upon a different plan To find the east way west. Since on no charted sea it was To meet this great demand, The way to find we were inclined To hunt for it on land. So Goethals undertook the search, The trail he quickly saw, Exhausted this fabled passage in The soil of Panama, With pick and spade he dug it out And now, at his behest, The cable that spans the ocean can Go east by going west.

THE DIAMOND FROM THE SKY DISCONTINUED

Manager Sellmer has received notice from the Mutual Film Corporation releasing The Diamond From the Sky serial story that the theatre in Marsfield and North Bend had ordered its cancellation and that it would be impossible to send the films to Bandon only. This means that no more installments of "The Diamond From the Sky" can be shown at the Grand Theatre.

In justice to my patrons and myself I wish to state that this action was taken without my consent, however as majority rules I am forced to abide by the wishes of the other exhibitors of Coos County and accept the cancellation of "The Diamond From the Sky."

I have made arrangements with the General Film Company of Portland to show a serial special three or four reel feature every Tuesday in place of "The Diamond From the Sky" so that patrons of the Grand will be assured of a first class program on that night.

The famous Keystone Comedies will be shown regularly every Tuesday and Saturday night as heretofore.

Respectfully,
W. C. Sellmer

Christmas Is Coming!

SANTA CLAUS SAYS
"I've tried the windy places that make the folks believe. They're all there is in Bandon, Without them none can live, But they are gone with all their cant, And still one place remains To buy your toys and notions, in sunshine as in rains. They make no fuss nor feathers and don't fly very high, But there my goods you'll always find And they're never very high. The old reliable Racket store, My depot of supplies, And that is but a gentle hint To all the good and wise, To buy your Christmas fixings, Your mince meat and your dolls, A roaster for your turkey, your toys and rubber balls, Of this my faithful servant, Who's always on the job, With prices right and cheerful face, But patient yet, as Job, Your Patronage Solicited, Satisfaction guaranteed."

C. C. Cash Store
D. W. CARPENTER, Mgr.

Paramount Pictures

JESSE L. LASKY

Foremost Feminine Favorite

Blanche Sweet

In a Picturization of the Thrilling Drama of the
Balkan War by Cecil B. DeMille and
Jeanie MacPherson

"THE CAPTIVE"

The Inimitable Love Story of a Turkish Noble Who Has Become a Prisoner of War and a Peasant Girl of Montenegro. War, Honor and Romance Intermingled in one of the Most Exciting, Human, Impassive Dramas Ever Presented on the Screen.

GRAND, Thursday, Nov. 25