

THE RECORDER

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THURSDAY, MAY 9, 1901.

EDITORIAL.

The way Oregon appointments are said to come labeled with J. H. Mitchell's finger prints would lead one to suppose that Senator Mitchell was settling up his election obligations. Well, we have often heard the remark that "Mitchell never forgets his friends."

The president of the steel trust gets a million dollars a year for his services. His name is Schwab, and if he can swab enough of the earnings out of production to pay his salary after paying interest upon the company's conglomeration of watered stock, he is certainly a jewel in the field of extortions.

J. Pierpont Morgan is trying to buy up European canals so as to be able to ship steel into the interior of Europe at the least possible expense. Morgan is very solicitous that foreign manufacturers shall have steel at a price that will defy competition, but he is not troubling himself about what will become of foreign manufacturers.

The notice of the town's primary appears in this issue. It is the duty of each citizen to attend and see that good men are nominated to fill the several offices, and each voter should perform this duty, and if any fail to attend on this occasion, they have no kick coming, except with themselves because of the selections made. Clean, clear headed men who will see that all the ordinances are enforced, and that the town's best interests are served, should be chosen to fill the several offices.

J. Pierpont Morgan no sooner completes one combination of capital, than another possibility opens up to his mind's eye. He is now reported to be combining the trans Atlantic steamship interests, and if there is any man in the world that can accomplish this work it is Morgan. Morgan's enormous capital and business career has placed him in a position where his mind has opened up to projects that an ordinary business mind cannot conceive of until they are brought to view by this great business architect. Still with all his planning and building he is but hastening the overthrow of the composite system.

A mail comes from England for fear that this country will adopt the ship-subsidy fraud. A mail from many sources goes up from persons, in diverse walks of life, in this country, for fear of this same scheme. Nevertheless there is a big battle being fought; one of world-wide importance, one for commercial supremacy, and one in which great financiers are working to make producers in this country back them with a ship subsidy scheme while they conquer the world's commerce. These schemers have been aided during the past 40 years by tariff until they are ready to reach out upon the high seas; but as tariff does not control beyond the confines of our own possessions, these schemers want a subsidy graft which will enable them to go outside our own country, and ruin the transportation business of other nations. If the ship-subsidy bill passes congress, the battle will be short and fierce and the spirit of contention will very probably be steeled to a point where those who are conquered will give up their commercial battle and try one with guns, warships and cannon.

Telegram: One New York man has 20,000,000 gallons of whiskey in his cellar, in consequence of which a whiskey famine is threatened, what a glorious smash that would make for Mrs. Carrie Nation if she could get at it.

Sunday Welcome: As a solution to the robbery of the Mt. Laurel meat market, in which twenty links of sausage were stolen, it is suggested that some one whistled as he passed by the place, and, true to its former instincts, the sausage simply trotted off.

Chicago is to have steamship communication between that city and Liverpool established under protection of the American flag. Four of the largest vessels that can pass through the Welland canal have been constructed for that purpose, the first of which has started on her first voyage.

The Isle of Pines.

There are about a dozen islands comprised in the West India group, besides the large islands of Cuba and Porto Rico, that passed out of the possession of Spain by the treaty of Paris. Some of them are of considerable value, the principle one of this class being the Isle of Pines, situated 37 miles off the southern coast of Cuba. It is virtually two islands, being divided by a narrow winding channel. It is 60 miles in length, from east to west and over 50 acres in width, containing about 1200 square miles of territory. Its soil in places is fertile, its climate is said to excel that of Cuba, and it is rich in natural resources. Almost exactly in its center is a mountain, so called, 1000 feet high, and there are other peaks, but little lower. At the bases of the mountains are beds of marble, with jasper and rock crystal; there are also mines of silver and quicksilver, and mahogany and cedar trees, and as the name indicates, great forests of pines. The island also produces sulphur, tar, pitch, turpentine, tobacco, tortoise shells and other valuable articles of commerce.

In this island that the United States demands as one of its conditions of Cuban independence, as it seems to be conceded that the island is a dependency of the Province of Havana. It is this island that Neddy desired to exploit, if he could steal money enough, and doubtless other Government officials were in with him in the scheme. It is, or could be made, a tropical paradise, and it is not strange that Cuba objects to giving it up—perhaps to be converted into a pleasure and profit ground for Duke Hanna, or some other favorite of the imperial government at Washington. But having Cuba, and having an eye to a future Neutrino Canal, the United States needs the island as a way-point where it can have a coaling and perhaps a naval station. However, this country is big enough to get along very well without it, and it would seem proper to belong to Cuba, of which it has long been considered an appendage.

May Corn Corner d.

CHICAGO, May 4.—Following the panic yesterday the trade in May corn, which has been cornered by George H. Phillips, was very quiet today. Prices ranged between 54½ and 55½, compared with the close last night at 55½. The lower price level was due to scattered sales by people having profits in sight. The Phillips company was reorganized today and includes six additional members, while the capital stock was increased from \$50,000 to \$250,000.

—OOO— Jacksonville Fire.

JACKSONVILLE, Fla., May 4.—Jacksonville's great fire yesterday has burned itself out. One hundred and forty-eight blocks of a beautiful city have been laid waste. The loss will not be known, even approximately, for a week, but it is expected it will amount to \$10,000,000. There are many rumors afloat that many lives were lost, but as every individual in the city was burned out, it is impossible to obtain confirmation of the rumors. One story is persistently reiterated to the effect that a party of men and women, driven to the stocks by the fire, were compelled to jump into the water and that several of them were drowned. Mrs. Higgins, a negro woman, was burned in her house.

The burned district is 43 blocks wide and two miles long, and extends from the St. John's River, where it burned 10 docks to the water's edge, to Catharine street, on the east; Orange on the north and David on the west. This immense area was swept as clean as a deck.

—OOO— Shamrock II Flyer.

NAPLES, May 4.—Captain Wrigley, of Shamrock II, is of the opinion that the Shamrock II can, in the trial race, give a minute or a minute and a half to Shamrock I. The trial race between the Shamrocks will take place in the middle of next week. Shamrock II had her first trial under canvas today.

—OOO—

Telegram: This April has been a rather "black month" month in Oregon, yet there is no fault at all to be found with it. The crops are nearly all in promising condition, fruits have been but slightly injured; the ranges and pastures are rich with herbage, and every thing in nature prospers a busy summer and a bountiful harvest.

Telegram: Young Mr. Phillips, of Chicago, needing a little else to unload 600,000 bushels of May corn yesterday, netting him a small sum of about \$100,000, when he had up the strings of his ear sack and watched the other fellow scramble again. Think of corn up to 58 cents! The farmers who have it to sell now will drink a little old champagne to Mr. Phillips.

How Do You Like This Classification?

The only nations in the world which do not own their railroads wholly or in part are Zululand, Costa Rica, Guatemala, Monte Negro, Cuba, Mexico, Persia, Venezuela, Spain, Bolivia, Morocco, United States and Great Britain.

The nations owning their railroads are Germany, France, Belgium, Italy, Russia, Austria and more than 40 others.

This ought to settle the question of the feasibility of public ownership, as every advanced nation in the world but two has adopted this policy and adheres to it after having given it a fair trial.

A railroad expert has given us the following estimate of what could be saved by the public ownership to the people of the United States:

1. By abolishing 300 presidents with their staffs.
2. By abolishing the high priced salaries of presidents and their staffs.
3. By abolishing attorney fees and legal expenses.
4. By abolishing competitive salaries, dividends, etc.
5. By abolishing seven-tenths of the advertising.
6. By abolishing traffic associations.
7. By use of the shortest routes.
8. By consolidation of existing depots, offices and staffs.
9. By uniformity of rules, regulations, etc.
10. By avoiding strikes among employees.
11. By abolishing news cost.
12. By abolishing the corruption fund to influence legislation.
13. By abolishing unjust rebates and commissions.
14. By less effort and increased production.
15. By putting surplus in the public treasury.

Thus public ownership of railroads would save \$10 annually to every family in the United States.

Let that sufficient inducement justify us in going increased prominence to this question:

Should the United States take it stand with such enlightened nations as Germany, France and Belgium as shall it remain in the class of Zulu land, Guatemala and Persia? — *Smith on Money.*

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Hotel Coquille,

Cequelle City, Oregon.

JOHN CURREN, Proprietor.

This well known hotel is now under new and competent management and has been thoroughly renovated throughout. The table service is equal to any in Southern Oregon. Sample rooms for commercial men. Baggage transported to and from boats and trains free of charge.

True new bar in connection with the hotel.

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You Can't Expect to Get \$2 worth for \$1, but you can get your money's worth at

M. BREUER'S

Dealer in Boots and Shoes

Repairing nearly all types of shoes

CLARENCE Y. LOWE,

Druggist and

Apothecary.

Dealers in medical and dental supplies.

DRUGS and CHEMICALS,

Patent and Proprietary Preparations

Tattoo Articles

Dentists Supplies.

Druggists Supplies.

Pharmaceutical Supplies.

Chemical Supplies.

Photographic Supplies.

Medical Supplies.

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