

# Bandon Recorder

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THURSDAY.....November 19, 1908

WITH the mills of Bandon and vicinity in operation and general business activity opening up it makes better transportation facilities a greater necessity than ever before. We have good boat service between here and San Francisco and it is getting better all the time, but what we need now is a good freight and passenger boat running direct from the mouth of the Coquille river to Portland. This would not only be a convenience for traffic between here and the Columbia river city, but it would be a paying proposition for the steamship line that operated such a boat, as there is a constant increase of business between the two ports, and the demand in Portland for Bandon made goods is growing greater all the time, while this city could use some of the exports of Portland as well. That Bandon is growing faster than any other town in Coos county is an admitted fact, and there will be an increasing demand for goods from the wholesale houses, as well as an increase of goods sent out from this place. Steps should be taken at once to secure a direct steamer from here to Portland.

THAT the Bandon harbor is getting better all the time is an evident fact, and one that is highly pleasing to every progressive citizen in the Coquille valley. There is nothing now in sight that will be of such great benefit to this valley as a good harbor and a navigable stream all the way up to Coquille and if possible to Myrtle Point. With very little dredging the river could be made navigable for ocean going vessels clear to Coquille, and it would be possible for them to get to Myrtle Point. We ought to have an appropriation from the government for this work, and if the proper pressure were brought to bear on Congress it could be obtained, as there is no place on the Pacific coast where the money could be spent at a greater benefit to the country at large, than right here. The two harbors in Coos county, namely, the Coquille river and Coos Bay, are both in position where it is only right and just that they should have recognition and we should have a lobbyist at the meeting of the committee on rivers and harbors. Orville Dodge has a standing invitation from the chairman of this committee to be present, and he will treat both places fair, why not take steps at once to raise the necessary amount of money, about \$400 to bear his expenses, and if he could succeed, (and there is no doubt but he could) in getting \$50,000 or more for each harbor, the \$400 would be well spent.

THE fact that a number of the dangerous places on the bridge streets and wharfs of Bandon, where people are liable to fall off in the dark, have been fixed, goes to show that the city authorities are making an effort to have all things adjusted properly, and this fact will be hailed with delight. There are more improvements that might be made and will no doubt be from time to time. The new administration will now soon be in operation and there will probably be still further changes

and improvements. Bandon is getting to be a city of some pretensions and needed improvements will be made constantly.

Mr. CHAFIN and his prohibition followers say that the Democratic party is now completely and utterly dead, and that the next fight will be between the Republicans and Prohibitionists. A Socialist writes to the Journal (and other Socialists say the same) that the Democratic party is now absolutely and hopelessly dead, and the battle in 1912 will be between the Republicans and Socialists. We have been hearing these assertions and predictions quadrennially for some 20 or 30 years, and yet it always turns out that the Democratic party casts a good many times as many votes as the Socialist and Prohibitionists combined, and we see no reason to suppose the case will be different in the future. With local option laws in force there is no reason for the existence of a Prohibition party, and socialism is as much an impossibility as a railroad to Mars.—Oregon Journal.

THE Chinese boycott against Japan continues to be a much more serious matter than Japan relishes. The Viceroy's gravely issued order cautioning the Chinese against making use of the boycott, but the strength of the movement remains so great that there is more than a suspicion that they "wink the other eye" as soon as the order is issued. Japan's loss in trade through this boycott has already reached enormous proportions, and before the end comes the Mikado's men will undoubtedly wish that the Tatsu Maru had never engaged in a filibustering expedition against the Chinese.—Oregonian

THAT there are always two sides to a question even though that question may be concerning a pest, is evident from the following editorial which appeared in the Oregonian. One side says "kill the owl," and other says "no don't do it." Following is the editorial:

The sheepmen of Eastern Oregon will petition the next session of the Oregon Legislature for the passage of a bounty law which will provide \$1.50 for every coyote killed. The sheepmen claim that the wool industry has suffered a loss of \$1,000,000 per year through the depredations of coyotes. The coyote has for years been the worst pest with which the sheepmen had to contend, but legislation placing a bounty on his head would not have been plain sailing. Throughout Central and Eastern Oregon is a vast acreage of alfalfa, and when the coyotes have been exterminated the jackrabbits have ruined the alfalfa fields. It is not an uncommon sight to see several hundred jackrabbits breaking fast in an alfalfa patch where they have spent the night, and the havoc wrought is so great that the alfalfa farmer regards with great favor the coyotes, which are exceptionally fond of jackrabbits, and a strenuous protest against destruction of coyotes will be entered.

It would seem that there has been hardly any stronger argument adduced in favor of postal savings banks than these figures, showing how much money is sent abroad by alien laborers on this continent.

Last year over \$17,000,000 went to Austria Hungary, and nearly \$10,000,000 to Russia, in postal orders. That money was all earned here, and, of course, the men who earned it had a right to do what they chose with it; but it does seem a shame that the American people, who paid this money in wages, should be deprived of the benefit that would accrue from its being deposited in American banks. Undoubtedly the question will come up before the approaching session of congress, and such has been popular education and argument on the subject that it seems more than likely that the necessary legislation will be enacted.—Washington D. C. Herald.

No finer body of timber lies unseen in Oregon than that along the proposed line of the Tillamook road now being built from Hillsboro. Some quarter sections are estimated to be worth \$17,000. The owners naturally object to being assessed at that figure, but the timber is there, says the Oregon Journal. They surely have some good timber up in that country, but it does not excel in any particular the forests of Coos and Curry counties and some railroad magnate who is sharp enough to see the possibilities of this neck-o-the-woods, and be the first to get a road in here will add greatly to his coffers in the near future.

MR. HILL, in a speech at Seattle, recently ventured the prediction that the Chicago, Milwaukee & St Paul line, now under construction, would be the last transcontinental line to be built. The efforts of the future, he declared, would be directed to building branch lines to develop country already tapped. There is, of course, a much greater need of branch lines and feeders than of more through lines, but the West is still at an early stage of development and no man can safely predict the limits of that development. The Rocky mountains and the Cascade mountains offer two serious barriers to the progress of railroads, but eventually the ramifications of branch roads will grid-iron so much of the intervening territory east and west of these barriers that it will not be easy to distinguish when a network of feeders ceases to be a connected transcontinental line, even though it be a part of a system previously completed to the Pacific coast.—Oregonian.

THE following editorial from the Roseburg Review would apply to local conditions as well as to that section:

With eggs retailing at 35 to 40 cents per dozen and potatoes at 90 cents to \$1.25 per bushel, there is certainly no lack of inducement for the production of these commodities. Yet it is a regrettable fact that both have been shipped into Roseburg from other counties—or states—recently. In the potato line such a shortage is not likely to occur another year, as several parties, we understand, are expecting to plant a good acreage next season. One grower recently told a Review representative that he expects to devote 30 acres exclusively to potatoes next year. Others will probably plant much larger areas, so that Douglas county will be an exporter instead of an importer of potatoes hereafter. As to egg production, our poultry growers do not seem to have solved the problem of producing a sufficient supply at all seasons of the year. Several carloads of eastern eggs have recently been brought to Portland and a few of these eggs came to Roseburg. Douglas county has the reputation of being one of the biggest poultry

producing sections of the state, yet it is obvious that the egg production could be better regulated and at a good profit to the growers.

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