

# Bandon Recorder

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**C. E. KOPP, Managing Editor**

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THURSDAY..... January 7, 1909

It seems to be a settled fact that the richer men get the harder they work (other people.)

It is now predicted that the tariff will be reduced on shoes, it is no more than right that the free shoes should go with the free hide.

Of course it takes a little time to determine whether the Christmas present is going to live up to the mark that was inadvertently left on it.

THE Miller-Cleaver Business College of North Bend is sending out calendars to its friends. This is an excellent institution and worthy the patronage of the public. Any young man or young woman of Southwestern Oregon who wants a first class business education can do no better than attend the Miller-Cleaver Business College.

THE charity of the world is again called upon to relieve the suffering of the unfortunates who went through the disaster of the tidal wave and earth quake in Italy and Sicily, and without doubt, the sufferers will be well provided for. Charity has reached the stage where it is international in its scope, and in this instance, help will come from all over the civilized world.

UP at Florence they heard that there was prospect of harbor improvement at that place, and the people decided to celebrate on the possibilities. This would help to carry out the idea that there is joy in anticipation. The people up there are going to have the celebration whether they get the harbor or not, all of which helps some. We hope they may not only celebrate in anticipation, but they may later celebrate the realization.

COOS BAY sent one Walter Lyons to Washington, D. C. to lobby in the interests of the harbor at that place, and it seems, according to report, that the aforesaid gentleman when he reached the Capital city forgot where he lived, and registered at the hotel from Portland, and the Coos Bay papers are giving him a little lecture through their columns. Don't blame them a bit, if the man is to represent Coos Bay, he ought to let the public know that he lives there, and not be ashamed of the fact himself.

WITH its current issue the Coquille Sentinel underwent another change of management, Rex Large stepping out, and J. C. Savage assuming the entire management of the paper, and announces himself as editor, business manager, typo, office boy, devil, etc. The Sentinel is on the upgrade under the new management, and we are glad to see the evidence of prosperity as indicated by the amount of advertising, news etc. Mr. Savage is a newspaper man of wide experience, and will give the people of Coquille an excellent paper if they stand by him and we believe they will.

IN announcing the return of our mutual friend, M. C. Maloney, editor of the Coos Bay Times, from a trip to the "east," the Coos Bay Harbor has the following to say

of his trip down from Portland on the Alliance:

"M. C. Maloney editor of the Coos Bay Times returned from the states on the Alliance Monday. M. C. says the Alliance has four distinct movements a plunging, a side roll, and up and down and a rotary movement. He declares it was the last one that got him. When the boat warped into the North Bend dock Mike was on the bridge and folks thought there was a new skipper aboard. The hurricane deck of a daily newspaper is as far a-sea as Maloney usually cares to go."

It is not easy to rid a place of a name by which it has long been called, yet it can be done, and with the cordial cooperation of the inhabitants may be rendered comparatively easy. Thus the name of "Alkali" was changed to "Arlington." The term "Webfoot" as applied to Oregon is fast passing away. The commission selected to revise Oregon names may be able to accomplish a great deal in this line, providing the new names are locally popular, scarcely otherwise. Suggestions from many sources are in order. Tastes and opinions will differ, but gradually some improvement in Oregon names will probably be made.

THE yellow correspondents have subsided at last. The public can now see that 50 per cent of the stuff sent out from Washington in relation to politics is utterly false. President Roosevelt would have shorter words with which to express the same thought. The correspondents undertook to make the country believe that there was a row on between Taft and Cannon. Nothing is heard about the row at the present time for the reason that there was none and is none. The correspondents said that there was to be an honest revision of the tariff. The assertion is false and the correspondents knew it to be false. But there is no way to reform the average Washington correspondent, for he knows about what his paper wants.—Des Moines Daily Capital.

A Washington correspondent is of the opinion that no river and harbor bill will be passed at this short session of congress after all, and that some of the leaders who have been talking favorably are really against such a bill. There is at least sufficient probability that such is the case to prompt all possible efforts on the part of friends of open rivers to influence members of congress to action in the matter. If this session fails to pass such a bill, the special session next spring, having revision of the tariff on its hands, would pass it up to the next regular session, and the result would be no bill until the spring of 1910. The members of the committees having charge of this matter should hear from the country right away, and in no uncertain terms.—Journal

A CHICAGO special to the Oregonian of recent date states that Harriman, the railroad king, has perfected plans for the building of between 750 and 1000 miles of railway in Oregon, and that work on the construction of the new lines is expected to commence this coming spring. While the building of a

line to Coos bay is not mentioned as among the possibilities, it is said that a cross-state line from east to west was planned more than a year ago but the financial depression interrupted the plans, work on which is expected to resume at an early date. The activity in St. Paul railway circles, as well as the threat of continued competition on the part of Hill are declared to be the incentive for Harriman to protect his territory by building in regions now long neglected.—Myrtle Point Enterprise.

POULTRY and eggs were produced in Oregon last year to the amount of and value of \$5,000,000 but for all this thousands of dollars were sent out of the state to supply the needs of the state in this line. With the idea that this money if kept at home will add much to the material prosperity of the state the Corvallis experimental station is endeavoring to ascertain the cause of the shortage and how the production may be increased to meet the requirements of the state. To this end circulars are being sent out questioning farmers as to breeds, methods, feed, etc., and from the replies it is hoped to secure data from which recommendations may be made that will improve the industry. Those receiving the circulars are urged to send the information requested and assist the good work of the station.

AT the recent meeting of the Oregon-Idaho Development League held at Vale, Ore. very strong resolutions were passed for different methods of improvement, among which was a resolution for a railroad to be built from some point on the main line of some road with terminals at Coos Bay. Now there is no one more anxious to see a railroad at Coos Bay than the writer of this article, but a railroad to Coos Bay and a railroad with terminals at Coos Bay are decidedly two different conditions of affairs, the one would be a good thing and we hope to see it materialize before another year rolls around, but for a railroad to build to Coos Bay and no farther down the coast would not help Coos Bay to any material extent and would be of no use to the people along the coast from there on to San Francisco, and would not be a paying proposition for the promoters. We do not say this to antagonize Coos Bay, but rather to help it. To build a road to Coos Bay would only be to touch the extreme edge of the great wealth producing country lying along the coast, and the problem of getting the products of the country to the railroad, would be as far from solved as it is today, for there would be only the wagon road still to depend on, and the railroad would be as far from the major part of the people as it is now. We are heartily in favor of a railroad to Coos Bay, but to build a road into this country at all and not to build through to Eureka, Calif. at least would be a great mistake, and it should be built to connect with other roads at San Francisco, then it would be a paying proposition, to the promoters, and would be of infinitely greater value to Coos Bay than a road with terminals at Coos Bay. Here's hoping that Coos Bay will soon realize her fondest ambitions for a railroad, but when a railroad is built to that point, let it be completed to the point where it should go and will do the most good to all the people.

Land for sale in small tracts near own. A. Haberly

## The Rev. R. L. Hicks Almanac

For 1909, ready Nov. 15, 1908 best ever sent out, beautiful covers in colors, fine portrait of Prof. Hicks in colors, all the old features and several new ones in the book. The best astronomical year book and the only one containing the original "Hicks Weather Forecasts." By mail 35c, on news stands 30c. One copy free with the World and Works, the best \$1 monthly in America. Discounts on almanac's in quantities. Agents wanted. WORLD & WORKS PUB. CO., 2201, Locust Street, St. Louis, Mo. Every citizen owes it to himself, to his fellows and to Prof. Hicks to possess the "Hicks" forecasts,—the only reliable.

SHIPLAP-CODY LUMBER CO.

## Coquille River Transportation Co.'s Schedule

Coquille leaves Bandon, 6:30 a m; arrives at Coquille 8:30 a m; Dispatch leaves Bandon 7:00 a m; arrives at Coquille, 10:00 a m; Favorite leaves Coquille 7:30 a m; arrives at Bandon 10:30 a m; Coquille leaves Coquille 9:30 a m; arrives at Bandon 11:30 a m; Dispatch leaves Coquille 1:00 p m; arrives in Bandon 5:00 p m; Favorite leaves Bandon 1:30 p m; arrives at Coquille 4:00 p m

The Coquille connects with the trains at Coquille for Marshfield and Myrtle Point.

The up river passengers can come to Bandon on the Favorite and have three hours here in which to do their trading and other business.

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High Grade NURSERY STOCK On Hand

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## Notice for Publication

Department of the Interior. Land Office at Roseburg, Or.

November, 19, 1908

Notice is hereby given that Jessie M. Perkins, of Bandon, Oregon, who, on Nov. 19, 1908, made Timber Application, No. 02366, for NE 1-4 SW 1-4, Section 22, Township 29 South, Range 14 West, Willamette Meridian, has filed notice of intention to make final Proof to establish claim to the land above described before G. T. Treadgold, United States Commissioner for Oregon, at Bandon, Oregon, on the 9th day of February, 1909.

Claimant names as witnesses: Charles Swift, Kenneth Perkins, Fred N. Perkins and Robert Walker, Jr., all of Bandon, Coos County, Oregon.

BENJAMIN L. EDDY, Register.

First publication Dec. 3

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FOR COUGHS AND ALL THROAT AND LUNG TROUBLES. PRICE 50c & \$1.00. Trial Bottle Free. GUARANTEED SATISFACTORY OR MONEY REFUNDED.

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Do you know the difference between Good Candy and Poor Candy? If you don't, it would be our delight to show you, and after you had tasted one of the many kinds of assorted Chocolates you'd swear that we carry the finest line of Sweets in Bandon. A hundred different varieties and everyone a Gem. Sold by the Dime's Worth or Pound Any way to suit.

Take a box of Modern Chocolates to the DEAR ONE the next time

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We also carry vegetables

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Formerly the Elk Horns Saloon

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Special Attention Given to Family Orders

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Coos Bay and Bandon twice a week

Connecting with Steam Ship Alliance at Marshfield. Full information of

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