

Bandon Recorder

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THURSDAY, April 1, 1909

EVERYONE is interested in the up-building of Coos county and Curry as well, for the two counties have nearly every interest in common. They are both fertile and exceedingly productive. Southwest Oregon is destined to become one of the leading industrial centers of the Pacific coast. We have two excellent harbors in Coos county, and part of the year, the harbor at Port Orford in Curry county could not be excelled, and the Rogue river is also an entrance of no mean importance. With all these natural inlets, the commerce of this section is sure to reach great dimensions and as soon as the railroad magnates see fit to come this way our inland trade will be one of immense proportions. Let us all work together for the up-building of Coos and Curry counties.

NOTHING would suit the people of southwestern Oregon better than to learn that J. J. Hill was really interested in a railroad project with this country as its objective point, as Hill is generally recognized as a real railroad builder, while Harriman is a gambler and bluffer. He will build a road whenever he is forced to do it in order to hold the territory or oppose some line that is not connected with his system. Hill goes into a country, builds his road and does what he can to develop the country, and invariably it proves a paying proposition, because any country with even ordinary resources will develop if it has the proper means of transportation and capital, such as the Hill interests can furnish back of it. Harriman says "develop your country and when I see a big dividend paying prospect I will build the road." His sole ambition being to get the people's money to put into his own coffers while the people can wait and starve so far as he is concerned. When countries of the most ordinary natural resources have developed into such enormous money producing communities when the proper means of transportation was furnished them, what would be the result of a country with the resources of southwestern Oregon where everything that makes a country great is found in abundance?

THE railroads' instruction trains and development or excursion trains are distinctly in line with both the general conservation movement and with ex President Roosevelt's splendid movement for better country life in general. The latter is far the broader object, though not so definite in the public mind, nor so easily or soon to be brought about. It is in fact a work of ages, past and future, but one which, by efforts put forth along the lines suggested by Roosevelt, may be developed more in a generation than it has been in a century. And once the people are thus educated to better living, along all lines, the work will go on by its own momentum. The conservation of resources policy, strangely new as a national thought and effort, is in entire harmony with that of betterment of country life, and more clearly and immediately practical. It requires big appropriations, as the other does not, and so for the present

will attract more attention, from alleged practical statesmen. It must go forward, for the people are beginning to understand it, and will irresistibly demand it, before long. In a smaller and more local way, but along the same general line of progress, even though with a large selfish interest on the part of the railroads, are these visiting and instructing trains working. They, too, are but new features of development and undoubtedly are accomplishing much good.—Journal.

LUMBERMEN would be ruined by abolishing or even reducing the duty they, say. This is probably an exaggeration, or a misapprehension. Yet it is likely that under existing conditions their industry would be injured to some extent, by tariff reduction, at least temporarily. Besides, if other great industries and interests have high protection, it is plausibly argued that it would be unfair to take the duty off lumber, even though this would reduce the price of lumber to consumers. It is this result that the lumbermen desire to avoid, of course, just as the steel trust and sugar trust, and many others, do not want the prices of the commodities they make and sell reduced to consumers, for that would mean a partial loss of profits. Protection never thinks of the consumer, except as a helpless victim. We in this region desire our lumbermen to prosper, don't want them driven out of business, but the millions who buy lumber ought to be considered, to say nothing of the conservation of our forests. If there must be high protection, there is some force in the contention that the lumbermen have a right to be among its beneficiaries, even though such protection destroys our forests and burdens all consumers of lumber unjustly.—Journal.

MORE railroad talk is in the air, this time it is rumored that the Hill interests are figuring on a road down the coast. Report comes from Tacoma that articles of incorporation have been filed at Olympia by the Pacific Oregon Railway & Navigation Co. for \$10,725,000, the incorporators being: A. E. Law, formerly assistant general manager of the Northern Pacific; L. S. Boutell, R. S. Boutell, F. N. McCandles and H. R. Dougherty, all of Tacoma and either employees or former employees of the Hill system. The object is to build a road down the coast from Tacoma to the southern country, also to build and operate roads in Washington, Oregon, Idaho and California. Whether there is anything to the report or not remains to be seen, but one thing is sure, and that is if J. J. Hill takes a notion in his head to build a railroad through this country to Coos Bay or any other port along the coast, he will go ahead and build it and will not ask a four per cent guarantee either. If Mr. Hill gets busy than Mr. Harriman will no doubt follow suit in a hurry and beat him to it if possible. Everyone hopes that both men will see their way clear to build roads, as it will help all the more to develop the country, and will surely prove a paying investment for both. Whether

er anything comes from the rumor or not, it will do to speculate on until something else looms up, and people like to speculate.

THE great advantages for dairy industry in Coos and Curry counties is becoming more apparent each year and with the advent of another spring, and the new enthusiasm that has taken hold of the dairymen, gives assurance that the industry will be worked to greater advantage each year as time moves on. The creameries of this section are taking cognizance of this fact and are preparing for a larger volume of business. It will not be more than two or three years, from present indications, until the dairy business in these two southwestern counties of Oregon, will be almost as great in winter as in the summer, and it is the winter business that really brings in the money, as butter is always from one-third to one-half higher during the winter months. There is every reason for the farmer to feel encouraged over his prospects in the way of development. The milking machine, which is coming to be a great factor in the dairy business is getting to be so simplified that anyone can operate it, and when the price gets a little cheaper, which will no doubt be in the near future, there will not be that close confinement and apparent drudgery about the dairy business that has here-to-fore characterized it to a certain extent. Dairying will be one of the great industries of this section and the movements that are under way for its improvement will be welcomed by all.

ONE of the canons of taxation recognized by schoolmen is that the burden should be so adjusted as to fall most lightly on the shoulders of those least able to bear it. The proposed inheritance tax falls clearly within this provision. Insofar as an inheritance is a matter of gift, more over as the tax is to apply to an inheritance of considerable value, the tax would simply amount to the lessening of the gift. It would certainly be collected from the person best able to pay—the person who really receives something for nothing. Yet, with reference to the Federal imposition of this tax, certain complexities arise which may ultimately defeat it. These complexities originate chiefly from various state tax provisions to the same effect. For example, Maryland, New York and California each has an inheritance tax law, from which each derives state revenue. It is not at all improbable that other states may adopt laws of similar effect. Clearly, under such conditions, there would be a great inequality that is likely to lead to judicial resistance, and to other means of evasion not so clear and above board. In an academic sense, the ethics of an inheritance tax are above reproach. It is a levy in a great majority of instances upon property that has been accumulated under some measure of special advantage which the law has afforded, and even when not so, it is an assessment upon those who receive the most for the least return. It squares, in the abstract, with every sense of justice. Nevertheless, there is the element of that sacred property right, and this complication, as to the conflicting rights of the state and Nation that are likely to put many a stumbling block in the path of the Federal enactment.—Telegram.

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THE Oregon hen is a good citizen. In point of the advertising of her merits the Oregon hen is finally coming into her own. Modesty, thrift and independence are her notable characteristics. Like her sisters elsewhere, she evinces pardonable pride when she lays an egg; but the performance is so frequent when she is properly cared for that her cackle is listened to, up and down the cultivated hills and valleys in this state, as music to which our ears are familiarly attuned. It is pleasant music, and to those who own the hen and confer upon her the attention which her estate properly commands, it is music that runs into dollars. We now have an organized interest in the hen, as manifested by the tour of the Southern Pacific demonstration train, manned by agricultural college men, and it is among the most creditable of all the development work which that railroad corporation undertakes. It is a proper tribute of appreciation for the earnest and tireless hen. It shows that upon a proper acquaintance the Oregon hen is not capricious in her moods of productivity. It brings out the fact that industry is her great fundamental virtue, and a source of no mean profit to the people of this state. The hen will never be the promoter of any million-dollar undertaking, but in the aggregate outcome of her picking and scratching and fussing about, we have a greater return than is of record for any similar expenditure of energy, or for any other investment that represents her value. Poultry-raising is a pleasant tuition in thrift. It not only pays, but pleases. It affords healthful and profitable occupation for the women and children of the family when undertaken as an adjunct to the larger agricultural or horticultural enterprise. On the other hand, when considered as a business from which one expects to derive his entire revenue, it pays more handsomely on the capital invested than almost any other industry in which men commonly engage.—Telegram.

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