

Bandon Recorder

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The San Francisco Bulletin and the Bandon RECORDER one year for \$2.75, payable in advance. This applies to old as well as new subscribers. Now is the time to take advantage of the clubbing offer.

In answer to the clamor of the public for sufficient cars to provide all patrons with seats, the Third avenue line in New York is being equipped with a celluloid composition of pure white. The straps can be washed, sterilized and, if necessary, perfumed every morning so that an over-exacting public which always expects over much from the self-sacrificing streetcar owners, will have literally nothing to kick about. This case and that of the Chicago line that has doubled the number of strap hangers in its cars are examples of generous magnanimity to challenge the profound admiration of the entire country.—Journal.

JAMES J. HILL, the railroad magnate, visited President Taft a few days ago and among other things remarked that this country would enjoy the prosperity it knew under McKinley's administration as soon as the tariff is out of the way. He also said that freight cars would be at a premium in a few weeks and that crops in the west are large and farmers are satisfied. This coming from "Jim" Hill will have considerable weight with the public, as he is recognized as a real friend of the people, and anxious to build railroads wherever they are needed, while Harriman is a gambler and speculator, and builds roads only when he gets good and ready, or is forced to do so to head off some other company or corporation.

"No rogue should enjoy his ill-gotten plunder for the simple reason that his victim is by chance a fool," says the Washington Supreme Court in reversing a case where a wildcat land company had successfully defrauded an "innocent purchaser." There is something in this logic which must appeal to all lovers of fair play, but if our courts should be called on to protect all of the fools from the effects of their own folly, they would be kept very busy. At the same time it is pleasing to note that it is one of those most despicable of all rogues, the seller of wildcat real estate, that stands a fair chance of being forced to disgorge his plunder. It is difficult to draw any fine line of distinction between the man who runs a bunco savings bank and the purveyor of wildcat property. Both depend for victims on the ignorant people who can ill afford to lose their hard-earned savings, and when their savings are lost, hope and the incentive to save go with them.—Oregonian.

The long and earnest desire of the people of Bandon for a railroad gives promise of realization at last and now surveyors are in the field locating a line, that while it will not lead to the outside world at present, yet it will tap a country so rich in industry and natural resources that it is sure to prove of incalculable value to this city and the surround-

ing country. The road will be built just as soon as the line is located and it is the intention of the company to have considerable grading done before the rainy season sets in. The public will be called upon later to assist in the enterprise, but there will be no donations asked, simply a business proposition of buying stock in a legitimate enterprise and lending assistance in the way of pushing the project. The new road will be the greatest benefit to the community of anything that has ever yet happened. Everybody ought to get in and boost for the new road, and thus show the proper western spirit and pride in a home institution.

A MARSHFIELD man is quoted as stating that Douglas county is waiting to see which of the two roads leading to Douglas county is the best built at this end before appropriations are made on that end of the line. While natural conditions unquestionably favor the Middle Fork route there is no doubt but that supporters of the Coos Bay road are doing everything possible to overcome natural obstacles. An expenditure of \$20,000 is being made this year and as much more will be appropriated next year, and the road will be planked for the entire distance. If the Middle Fork route is to be continued as the best of the two it will be necessary to arouse an interest in improving this route. The people of the valley from Bandon to Bridge, and as far south as Gold Beach and Port Orford are interested in the Middle Fork route and a movement should be started at once to get the road thoroughly and permanently repaired. Douglas county is inclined in favor of the Middle Fork route and the people on this end should meet all requirements that could be asked.—Enterprise.

When Senator Aldrich candidly admitted that he supported the corporation tax in order to sidetrack the income tax, he admitted, at least, that there was public demand for a change in the method of Federal taxation. Unconsciously he admitted more than that. The desire to sidetrack the income tax, was based upon his fear, once fairly under legislative way, it would move to success. Senator Aldrich knows very well that the things he stands for in the United States Senate are not to be conserved by any method of taxation which reaches the big purse in unavoidable and unshiftable fashion. Behind the movement toward the adoption of such method is a public demand that rests on the moral sentiment of the people seeking equity. So Senator Aldrich—and we may assume that he is representative of his class—contents himself with the semblance of equity in tax extension by consenting that an extra burden shall be imposed on corporations, deferring the income tax for a time and living in the hope that the day of its realization may never come. This, from Senator Aldrich, is a sop to the people. We may, at any rate, so consider the matter from his viewpoint. It is a marked advance, nevertheless.

Twenty years ago, or even ten years ago, and with a deficit, no one could have prevailed upon the Senator from Rhode Island to consider such a tax measure as that to which he has given his support. In ten or twenty years there has been a marvelous amount of education in political matters. That education has borne its fruit, but the harvest is not yet. Senator Aldrich realizes this; and, perforce, makes concessions in the hope that the harvest may never be.—Telegram.

The editor of the Oregonian, a paper published in Portland, which is in Multnomah county, Oregon seems to think that all the secretary of agriculture, in the president's cabinet, has to do, is to sit with his feet mounted on the table and make crop reports, and because in a few instances Mr. Wilson, the greatest man on agriculture in the United States, failed to estimate to the steenth part of a bushel the exact amount of grain raised in this country on one or two special occasions, the said editor of the said Oregonian, published in the said city of Portland, in the said Multnomah county, Oregon, denounces Secretary Wilson as incompetent in every particular to hold the office which he so honorably fills. We are glad to note, however, that three presidents have failed to concur with the idea of the Oregonian editor and the masses of people, particularly the agriculturists agree with Presidents McKinley, Roosevelt and Taft in wanting Secretary Wilson to remain where he is. The editor of the Oregonian will have to produce different argument than his besmirching attacks on the esteemed secretary of agriculture before he will be able to convince the presidents and the people to his way of thinking, for they have not forgotten Mr. Wilson's grand work in establishing stations for the purpose of wiping out diseases and plagues among live stock, his constant effort, for the raising of better grain, and the proper preparation of the soil for best results and a thousand other things which the editor of the Oregonian has not yet learned of, as belonging to the field of agriculture.

Twenty-seven out of a total of 38 grain ships, en route and listed for Portland, are under the French flag. It is a larger percentage of French vessels than has ever appeared on the en route list. A few of these vessels are to bring cargoes, or part cargoes, which British, German and Belgium exporters are shipping to Portland from Antwerp, Hamburg and United Kingdom ports, but most of the vessels are making the long voyage out from Europe to Portland in ballast. There is nothing philanthropic in this proceeding, for the French shipowner does not love the German, Belgium, or English exporter nor the Oregon wheat shipper for whom he carries freight at less than cost. This big fleet is sent out here because it enables the vessels to sail over the longest ocean route in the world, thereby covering a mileage which entitles them to a greater subsidy than could hoped to be earned on any other voyage. Their presence in larger numbers than usual this season is accounted for by the coming expiration of the term for which the French government will pay a subsidy which has proved so valuable to the Oregon wheat growers. For many of these vessels, this will be the last trip under a subsidy, and it is accordingly highly essential that they employ

the greatest possible number of miles. The French taxpayers will hardly regret disappearance from the ocean of these bounty-earners, but the freight shippers who have profited by their presence for the past ten years will miss them. They will also be missed by those who wish to offer indisputable evidence of the utter worthlessness of a ship subsidy as a means of promoting trade for the nation that pays it.—Oregonian.

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	Leaves	Arrives
Bandon		Coquille
Coquille,	6:00 a m	8:30 a m
Dispatch,	1:00 p m	3:00 p m
Favorite,	7:00 a m	10:00 a m
Favorite,	1:30 p m	4:00 p m
	Leaves	Arrives
Coquille		Bandon
Favorite,	7:30 a m	10:30 a m
Coquille,	3:30 a m	11:30 a m
Dispatch,	4:00 p m	5:30 p m
Dispatch,	1:00 p m	5:00 p m

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