

Bandon Recorder

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THURSDAY, September 23, 1909

THE Coos Bay Harbor says the North Bend Lumber Co. has chartered both the Fifield and Bandon to carry their lumber to San Francisco. Coos Bay papers will be moving the Coquille River Valley and all over to Coos Bay after while.

IF WE had never had a post office and our mail was in the hands of a monopoly, as are our telegraphs, our express and our railroads, we would be called impractical theorists and gone-to-seed faddists if we so much as suggested that the monopoly could carry an ounce letter to New York at the same price as to the next town in Oregon, and that the price should not be over 2 cents.

THIS is Carnival week, and visitors from all parts of southwest Oregon will be here. They will receive a cordial welcome from Bandonians and will be shown the time of their lives. There will be amusements galore and something doing every minute. Come and enjoy yourself at our expense. There will be a big free act every day, besides many side shows, concessions, novelties and scientific displays.

ECHO, Or., has an alfalfa meal mill capable of turning out 50 tons of meal a day. Owing to questions of title to water this mill has been idle for some weeks. Would it not be better for all Oregon if titles to water could be speedily settled so that manufacturing enterprises would not be hampered? There are hundreds of industries that could be developed if the proper water power could be secured, and we sure have the power. All we need is the right to settle the difficulties. All of these little things coming up from time to time would indicate that there must be some kind of a power trust formulating, and if Theodore Roosevelt were in the White House, he would no doubt be looking into the situation with a vim.

OREGON has vast natural resources which have been bottled up and we are being bottled up by speculators. Our water power alone is worth hundreds of millions of dollars, and has been largely grabbed by agents of foreign corporations. All honor to the men who are endeavoring to conserve the natural wealth remaining for the use of the people of Oregon. However, we may be compelled to go further and reach a hand out for the restoration to the people of the gifts of the common Father. President Roosevelt pointed out how to restore the water power to the public domain, where he advocated levying a tax upon it whether used or unused. No trust could pay 50 cents a horse power per month, as suggested by Roosevelt, and retain idle ten times what they made use of in productive energy.

Coos county has something besides its timber and coal and dairy lands and bay and harbor and prospects to boast of, for State Superintendent Ackerman says that Coos county stands at the head of the state in the manner of advancement of her school system and that outside of Portland the high

schools of that county lead the state. The school buildings at Marshfield, North Bend and Bandon are finely equipped, and everything possible has been provided for the convenience and success of teachers and pupils, including departments for cooking and sewing for girls, and great swimming tanks. This is something to be proud of, indeed, and all the more so because Coos county is without a railroad connecting it with any other region. A people who support their schools like this are going to do large and excellent things otherwise. --Portland Journal.

A CONTRACT will be let on the 28th of this month for carrying the mail in and out of Coos county. Two routes are proposed, the one now in use, the other, the Drain route. It is the desire of the department to give Coos county better service. During the winter months the present route becomes almost impassable, but very good service is obtainable the rest of the year. The Drain route is a practical one out will give Coos Bay only a better service than we are now receiving. The balance of the county will be at the mercy of the weather far greater than we are now. Unless two routes can be maintained the present route appears to be the better for all Coos county. Let the department give more attention to equipment in letting the contract and the service over the present route will be satisfactory. --Coos Bay Harbor.

THE Eugene Register hits the nail on the head in this manner: "Honey says he hardly expects to prosecute Binger Hermann. That is nothing new. No one else expects it. The Hermann case could hardly be considered more than a farce from the beginning and no doubt none knew this better than Honey." The Herman case was threshed out in Washington when the burning of private books caused one of the longest trials on record. During the trial Hermann was virtually tried on all the charges that are embodied in the later indictment. The actual facts are that he has been tried and acquitted, and Honey knows this to be true. With all the grand stand oratory Honey has been guilty of with regard to this matter there is no doubt he would have called Hermann's case for trial long ago had he half way believed there was the slightest chance for conviction. --Port Orford Tribune.

IT is a common assertion that the cost of living is higher than in former times. It may not be disputed; but the main reason is that the quality of living is higher. Few people are content with what the great majority had and were contented with one or two generations ago. Rich people then were very few; but the great majority now are ill content with ways of living that sufficed even for those supposed wealthy in those days. Dress, furniture, social expenses, travel, food luxuries once almost unknown, constitute the main items of increased expense or growth in the cost of living. People who complain of poverty, hard times and high cost

of living, dress in costly styles, give sumptuous entertainments and take joy rides in automobiles. But the actual necessities of life are no higher on the whole than forty years ago. Some of them may be for short periods, but clothes of the quality people used to wear, the house furnishings, the common viands for the table, the tools and implements of mechanics and husbandry, on the whole are cheaper. But goods of higher quality and more cost are wanted, and goods in immense variety, once unknown. Higher cost of living is due mainly to these charges. People are to have these things, certainly—if they can get them. Economical living, nevertheless, must be the basis of prosperity for most. It is not logical to insist on having "everything that anybody has," and yet complain of the high cost of living. --Oregonian.

THE postoffice department announces an increase in the fee for registered letters. The old rate of 8 cents has been raised to 10 cents. For the increased cost the government could well afford to provide a better service. Under the system in vogue, a registered letter goes slower than if not registered. The small indemnity allowed the sender in case of loss causes most letters of value to be sent by express. And finally the unbusiness-like requirements for the identification of the recipient unpopularize the system. The express methods are so much more sane that some publicists have insinuated that express representatives in congress see to it that the registry system is conducted in such a way that it will most benefit the express companies. This seems unlikely, and yet the antiquated regulations surrounding the registry business are almost sufficient to arouse suspicion. The New York American points out that in several European nations a system prevails that is a combination of our registry and special delivery service. It is called the "preferred letter service," and is swift, accurate and extremely satisfactory to the public with the result that a far heavier business is done in proportion to that carried in the United States mails. While raising the cost the government ought to find a way to expedite and rationalize its registered letter system. --Journal.

COOS BAY, Tillamook and other harbors along the Oregon coast have established Port Commissions, but as yet the Coquille River has done nothing in this line. There has been considerable talk but that is as far as it has gone. There should be united action at once as it means a great thing for the river and all the land in the Coquille valley. It is estimated that there is six million dollars worth of property in this watershed. A three mill tax on this would amount to \$18,000 a year, which would go a long way toward fixing up the river and getting deeper water. Men who are in position to know say it would be an easy matter to secure twenty feet of water and maintain the same at medium high tide. This amount of water is all we need, as it would allow very large boats to come into the river, and good size ocean boats could go as far up the river as Coquille and there would be a big improvement so large river craft could go to Myrtle Point with ease. Whenever the people along the river will help themselves, the government will also step in and do something, but very little can be expected until we show our willingness to get busy and do something. There is lots of railroad talk and we

believe there will actually be a road in here inside of the next two years, but in the meantime why not develop our water transportation so as to have the very best possible facilities, both by rail and water? This is the place where rails and sails should meet and the work can be accomplished if the proper effort is put forth. The Port Commission should be established at once. A petition for an election should be prepared and signed at once, and the county will then call the election and there is no doubt as to the result.

City Transfer

All kinds of draying and transferring FOR SALE—mill wood from Cody's mill \$2.00 per load. Coal sold and delivered at lowest prices. J. Jenkins, Prop.

Coquille River Transportation Co.'s Schedule

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

The Coquille connects with the trails 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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