

# Bandon Recorder

Published Every Thursday by the

Recorder Publishing Company.

C. E. KOPF, Managing Editor

Subscription, \$1.50 per Year in Advance. Advertising Rates Made

Known on Application. Job Printing a Specialty.

Entered at the Bandon Postoffice as Second Class Matter.

THURSDAY..... January 27, 1910

## Port Commission Will Aid Quick Delivery

Last Tuesday's meeting of the Commercial Club made it apparent that a great deal of interest has been aroused concerning the establishment of a Port of Coquille River. Every day it has been brought home more and more clearly to each one of us that we must not expect to get anywhere as an industrial center while we lack reliable facilities for the transportation of our products to the outside markets. No city ever built itself up on the basis of a purely local exchange of commodities and none can thrive and expand and reach out for greater opportunities without being able to market large quantities of products on short notice. This is the day of sensitive price levels and speed is necessary to take advantages of rises in the scale of prices.

The philosophy of the situation is simple. To develop our country we want money. To get money we must place our products on a market that needs them enough to be willing to pay a proper price for them, in other words, not the local market which is liable to congestion from overproduction; to get money quickly we must put our products in the buyers hands quickly. If you can get today what you want to use today you are usually willing to pay for it today. If you promise a thing for today and do it tomorrow you usually get paid for it day after tomorrow. The man who pays cash or its equivalent is a desirable customer. He knows it and therefore is particular with whom he trades. We are not in a good position to command his attention and dictate what he ought to buy from us; we are in a better position to listen to him. He is not inclined to pay immediately for any order that may not be filled at once; to pay in such an instance would be to make a loan without interest, a thing not tolerated by business ethics. We know he means business and that his pen is dipped in the ink and is held poised over the check, waiting the completion of his order. He "wants what he wants when he wants it" and if we are not prepared to give it to him he will get "what he wants" from somebody else.

It has been urged that we are a poor community and cannot afford the incorporation of a Port of Coquille. Now, why are we poor? We have splendid natural resources lying ready for development. Our timber is second to none along the coast; there is no other place in the world where the famous Port Orford Cedar grows. We have coal mines and dairy ranches and all manner of opportunities offered by Nature. Yet still we are undoubtedly a poor community. But why are we poor? Is it because the government and the trusts have a grudge against us? No. Is it because we would not know what to do with money if we had it? Certainly not. We are poor because we have no decent chance at the outside markets. We can trade around among ourselves and get enough to live on but we cannot get more people into this country if we cannot offer profit

that will build up industries. The time when a man could set up a peanut stand on the corner and consider himself a captain of industry is gone; what people of capital are looking for is something of large scope, in which large quantities of material are handled quickly and large profits are quickly made. Extensive businesses of this nature cannot be carried on without suitable opportunities for meeting competition in the world's markets. Quick delivery is essential. Low freight rates are important.

Just now we are not positive whether we can make a quick delivery in the city or not, or whether we can get a thing from the city exactly at the time one of our customers want it. The management of the steamers are eager to oblige but they cannot control the eccentricities of an uncares for bar. That bar now causes all who ship or receive freight to pay freight rates that Portland, Gray's Harbor, and Coos Bay people would have to climb on a chair to see the top of. These rates are not exorbitant, mind you; they are the natural result of a natural bar.

Can we reasonably expect to develop industries here that can compete in the outside market under these circumstances? We cannot, and also expect to profit by such competition.

A Port Commission is ordinarily supported by the levying of a tax upon all the property within the watershed or valley. This method of raising money makes the burden fall equally upon the resident and the non resident owners. There is every reason why the non-resident property owner should be compelled to contribute his allotted portion to the fund which would enhance the value of his property. We have all of us from time to time cried out against the man who owned a lot and would do nothing to aid in the improvements going on about it and yet would take without question the profit which these improvements gave him. In our valley we have the Southern Oregon Company, the Southern Pacific Company, the Weyerhaeuser interests and others all corporations and firms of good standing in the financial world and ready to do anything which will make their property more valuable—at least from a purely logical standpoint, it is easy to conceive that these companies would be glad to aid us.

We need an improved bar and a dredged river and it is perfectly plain we are handicapped until we get these things. Someone urges that the settlers here should not be taxed further until they have improved their farms and developed the resources in their possession, at which time they would be better able to bear the burden. Now, how in the name of all that's good and true, can a person profit by manufacturing something he cannot be sure of getting to market.

It is obvious that we must have something different if we expect to become a real industrial center. It may be alright for us to sit around and murmur piously, "The Lord will provide;" but we never have noticed anybody put on flesh that way. We can, indeed, amble off to

Congress and tell the same old Polly-wants-a-cracker, story that everybody else tells, and we have told before. But we would find ourselves confronted with an administration whose watchword is "Economy and curtailment of expenditures." If we expect to get anything from Washington we will have to show Congress that we intend to get it if we have to get out and shovel dirt ourselves.

Now the next best thing to improving the jetties with our own muscles is to get a Port Commission of this river which will do the work for us. The Commission devotes its time to the work and is composed of men, in whom the community has confidence. It represents the one vital, necessary thing by which we of the meagerly represented West may expect to accomplish anything: Organization.

## Newport Has Narrow Escape

Under the above head the Coos Bay Times of last Thursday tells of a narrow escape the Newport had from being wrecked while attempting to cross out over the Coos Bay bar that morning.

It seems from the gist of the article and from an article in a previous issue of the Times that the vessel in question had arrived at the Coquille river bar on the previous Monday and found this bar too rough to cross in, and so went back to the Bay to take coal, but there must have been some mistake, or they arrived at the wrong time, as on that day the Coquille river bar was very calm, so much so that the tug Klythiam went out and in again, and some of the schooners which were lying in port, would have gone out only for the heavy seas outside.

Following is the report of the Times as to the narrow escape of the boat:

The collier Newport of the the North Pacific Steamship line, narrowly escaped being wrecked while attempting to cross out this morning. The bar was quite rough but Captain Astrup thought he could make it alright and started out. The bar was evidently rougher than he was expecting and the Newport was powerless for a while and was being rapidly carried toward the South Spit when there came a lull and he succeeded in turning around and getting back into the Bay.

For a time, everyone who witnessed her struggle with the breakers thought she could not escape. The life saving crew got out and were ready to start for her when it was seen that she was going to be able to get back inside.

## Notice of Dissolution

The partnership heretofore existing under the name of Pickett & Hollenbeck on the first day of Jan. A. D. 1910 dissolved by mutual consent, Ada Nettie Hollenbeck to assume all debts and receive all accounts.

Ada Nettie Hollenbeck  
E. J. Pickett.

## Presbyterian Church

Sunday school every Sunday at 10 a. m; Christian Endeavor in the evening. Preaching every Sunday except the fourth Sunday of the month. Visitors, welcome.

M. E. COEN, Minister.

First class job work a specialty. Finishing lumber of all grades will be delivered to any part of the city on short notice. Apply to Rockwell Bros. on the S. S. Little place, 2 1/2 miles southeast of Bandon.

## MY QUEER PARTNER.

By BELLE C. WARREN.

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When I was twenty-five years of age I was sent to St. Paul by the firm I was with to establish an agency for their goods. I soon discovered that there was a concern in Minneapolis which was selling the same grade of goods and always underbidding me. I went over there to see if I could make a scale of prices with the underbidding firm.

I found a young man even younger than myself. He was not acting as agent, but for himself. I stated my business, to which he listened attentively. I argued that if he continued to underbid me I would begin to underbid him, and one would thus ruin each other's trade, whereas if we made prices together we could both succeed. When I had finished he said:

"What guaranty have I that you will keep your agreement?"

Surprised at such a question, I replied, "The same guaranty I have that you will keep yours."

"There is no doubt whatever that I will keep any agreement I shall make," he replied, with some hauteur.

It struck me that he should go to some university for a course of logic. However, I persuaded him to make a list of minimum prices with me and left him well pleased with the result of my visit. We became very good friends as well as competitors, and finally, when I concluded to act also on my own account, we concluded, in order to save expenses, to form a partnership. I offered to give him first place in the firm name, but he insisted on taking the second, so we styled ourselves Graves & Elliston.

I found my partner a queer mixture. For a time I was virtual as well as nominal head of the firm, but lost it in a very odd way. A man came into our store to buy a large bill of goods on credit. The profit would be large, and I was brimful of enthusiasm over the trade. Not so Elliston. He flatly refused to consent "to sell" the man. When it came to his reasons he had none to give. Irritated, I told him that he should explain his position or I would dissolve the partnership, whereupon, driven to the wall, he said that he didn't like the shape of the man's nose.

Notwithstanding this absurd reason, which I inferred he had given simply to afford me an excuse for not fulfilling my treaty, we did not sell the goods. Some months later the notes the purchaser had given other firms were protested and every dollar of the indebtedness was lost. I charged Elliston with having some information unknown to me about the rascal, but he denied having any whatever. Nevertheless from this time I never urged entering upon any important transaction without my partner's full approval.

But when it came to a matter of several hundred or several thousand dollars, while I would unflinchingly make an offer of half the amount asked, Elliston could never bring himself to consider such a course as anything but ridiculous. Thus the large transactions fell into my hands.

Although Elliston seemed to me to be very notional, I gradually found that he was a better business man than I. He was certainly my superior in looking ahead. While my mind was on the present, his was on the future. This was especially true in the matter of expenses. I am free to admit that had it not been for him our expenses would have eaten up our profits. He was continually surprising me, when payments were obliged to make come round, by having provided the funds to meet them. This faculty, together with his keeping expenses down, made money for us every year for several years. Then one day Elliston told me that he wished to sell his interest in the business since he purposed traveling abroad. This was a blow to me, for I was not minded to give up business myself, and I was sure I could not make money without the aid of the typical facilities possessed by my partner. However, he gave me easy terms, and I bought him out.

As soon as the papers had passed Elliston bade me goodby and left for New York to sail for Naples. A week later I received a letter from him at Chicago, asking me to meet him there. Since he gave no reason I hesitated. However, knowing him to be a queer fellow who usually had a reason hidden away somewhere for what he did, I left my business with my head clerk and took a train.

The next evening I called at Elliston's hotel and sent up my card. I was shown to a private parlor, where, instead of finding him, a woman advanced to greet me.

"You're Elliston's sister," I exclaimed, "doubtless his twin."

"I am Elliston himself," she replied. And so she was. It was a singular story she told me—how, having been obliged to make her own way in the world, she had found skirts disadvantageous and firmly donned man's attire. Having made enough to give her several thousand dollars a year income, she gladly resumed her proper attire, but not until she had left the proximity of those who had known her as a man.

I had always regarded my partner as young and boyish looking, without a beard and with a musical voice. In woman's dress Margaret Elliston—that was her name—was rechristened into a very attractive woman. I remained in Chicago a week, at the end of which time it was arranged that I should return to Minnesota, sell the business and we should go abroad as husband and wife.

## A MERE MAN'S NOTION.

Refuses Wife Conveniences He Adopts In His Business.

Mere man buys his wife a cook stove and a kitchen sink and a few pots and pans and thinks he's provided his wife with all the modern conveniences.

Haven't she a gas stove and refrigerator? It oughtn't to be hard to keep house. And yet the wife looks bedraggled and tired and is everlastingly chasing the bugbear of work and never catching it.

With the kitchen stove and the refrigerator man thinks he's done his duty toward the working equipment he offers his wife.

In his own store, office or business he is always figuring out new ways of doing things to save time and labor.

New machines to do in an hour what it took a man a week to do and new methods to save time are what he's after.

Yet if mere man's wife suggests that a shelf be built above the kitchen sink or that he make her a drain board mere man can't see it.

In many large manufacturing concerns high salaried men are kept busy all the time working out new methods that might lessen the cost of production. Some of these experiments take years to work out and perfect before they can be used.

But the average woman takes the old way for granted and never stops to count the cost.

Too many kitchens just grow. They were never thought out. In the old fashioned house they are big and rambling and inconvenient. As a man expresses it in a current magazine article:

"Most kitchens are too large, which brings the tire of the wheel too far away from the hub."

If you can't stand in the center and by taking a step or two reach everything on the stove, table, sink, closet and refrigerator, then you are daily taking wearing steps, spending need less time.

Most women let well enough alone. They don't analyze the process by which they do their work.

If custom says, "Thou shalt keep thy china dishes in the china closet in the dining room," then it follows as the night the day that china dishes are kept there and not in handy cupboards not far from sink and the work table and the stove in the kitchen.

Now, what is the result?

Draw a diagram if you can't understand.

Let X be a cream pitcher in the china closet and let Y be you in the kitchen.

Now start your series of dotted lines and count the trips you make to use that pitcher at one meal.

From the kitchen to the china closet, then back to the kitchen.

Fill the pitcher and put it on the table back in the dining room. Return the pitcher to the kitchen to be washed and finally put it once more in the china closet.

Five trips in all. If it were kept in the kitchen two trips would be made and the number of steps taken would be cut down just three-fifths of the total amount.

Now, if a manufacturer could discover a process by which three-fifths of a given amount of labor could be saved he would patent his invention and proceed to make a fortune. But not so with a woman. She walks miles to tin cupboards that could just as well be built beside the sink and journeys far carrying things to their places only to get them out again and put them in other places.

## SUFFRAGETTE NEWS.

Three women have been nominated for parliament in Norway.

The Unitarians in their Pacific coast conference at Seattle, Wash., declared in favor of woman suffrage.

In Denmark the National Woman Suffrage association has grown during the past year from 4,000 members to 10,000.

The state convention of the Universalist church, recently held in New Haven, Conn., unanimously adopted resolutions favoring woman suffrage.

Mrs. Dewey C. Bailey, president of the Deaver Woman's club, has been endorsed by the State Women's Republican club for the nomination for congress in the First district.

In one day recently articles favorable to woman suffrage appeared in the Christian Science Monitor of Boston, Christian Herald of New York and the National Pure Food Magazine, showing the wide scope of this movement and its freedom from all political and sectarian bias.

Baltimore women are making a determined effort to secure municipal suffrage. The Baltimore Equal Suffrage League, numbering nearly 800 members, with Mrs. Elliott, wife of Professor Elliott of Johns Hopkins, as president, is taking an active part in the campaign. The first plea of a woman for a vote in this country was made by Mrs. Margaret Brent of Maryland to the colonial assembly in 1647.

The State Federations of Labor of Maryland and New York held their respective annual meetings late in September and both bodies officially endorsed woman suffrage. The American Federation of Labor declares for woman suffrage every year, and federations in the following states have taken similar action: California, Connecticut, Colorado, Iowa, Indiana, Illinois, Kansas, Massachusetts, Minnesota, Maine, Michigan, New Hampshire, Ohio, Oregon, Oklahoma, Pennsylvania, Tennessee, Texas, Washington and West Virginia.

Nothing is too much trouble for the right woman to do for the right man or for the right man to do for the right woman—after he has had his dinner and smoke.—Smart Set.

## Coquille River Transportation Co.'s Schedule

|          | Leaves   | Arrives   |
|----------|----------|-----------|
| Bandon   |          | Coquille  |
| Coquille | 6:00 a m | 8:30 a m  |
| Dispatch | 7:00 a m | 10:00 a m |
| Favorite | 1:30 p m | 4:00 p m  |
|          | Leaves   | Arrives   |
| Favorite | 7:30 a m | 10:30 a m |
| Coquille | 2:30 a m | 11:30 a m |
| Dispatch | 4:00 p m | 5:30 p m  |
|          | 1:00 p m | 5:00 p m  |

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

The Bandon 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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