

Bandon Recorder

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THURSDAY, March 3, 1910

Port Commission and Taxes

The only objection to the port commission that we have so far heard is on the ground of taxation, and the VERY FEW who are opposing the commission are doing so on the excessive taxation cry. Now as a matter of fact there is absolutely no argument in this theory, for in reality it will be no tax, because it will bring ten dollars in return for every one dollar paid out. Some may say, how can this be? The answer is simple, the money will be returned in cheaper freight rates, and the farmer gets as great benefits as anyone, because he has an opportunity to get his produce to market so much cheaper than he now does, and consequently has a greater gain.

As we stated in last week's RECORDER a Port of Coquille River will also help to equalize the taxes and make the timber holder pay a higher tax, because his timber will be more valuable as a result of the reduction of freight rate on lumber.

It is true, the merchant will be benefited by a port commission, because he can get his freight cheaper, but at the same time, he will, as a rule give his customers the benefit of the lower rate, so the general public, including the farmer is thereby benefited.

Another feature of a port commission is the fact that it is a permanent institution, one built for all time, and it is not something from which we will reap benefit for a short time only, but which will be a profit paying investment to the public as long as the public continues to exist.

The port commission is more important to the watershed of the Coquille river at this time than any thing else that could possibly be secured. We are all extremely desirous of a railroad, but the port commission is more essential than the railroad for the latter is sure to come and that in the not far distant future, but by means of the port commission and the better harbor as a result we will always have excellent freight accommodations, and the water transportation will be the means of keeping down the railroad freight rates, even after the railroad comes, and another advantage of a port is the fact that we will always be able to command terminal freight rates on the railroad after it arrives.

In fact there is no manner of argument that can be brought up that will in anyway show that a port commission for this watershed would not be beneficial, that cannot successfully be refuted in the many points in its favor.

We speak in this way, because it is apparent that there are a few people, and good people too, that are opposed to the port, but they have simply allowed themselves to be misled either by false impressions or by illogical argument. The indications are, however, that when the subject is brought to vote, it will carry about 5 to 1 and this is the way it should be.

Good Roads

Every enterprising citizen is an exponent of good roads, because one of the main features of the development of any country is in its roads. In behalf of good roads in Coos county something should surely be

done to better the present conditions. There is enough money being spent to build the proper kind of roads throughout the county. Of course this could not be accomplished at once but the proper method is to build a little good road every year and keep adding to that, instead of merely "patching up" the bad places, and go on from year to year with no better roads than we have had the previous year, while the people's money is being spent. Along this line the Myrtle Point Enterprise says:

The Enterprise, along with a great number of Coos county people, has believed that through the hiring of a competent road building expert and engineer, would be the best and surest means of getting the desired results. The department or agriculture maintains a road building bureau that, too, could be brought into requisition to help in the development of Coos county. It is folly to continue to experiment on points that have long proven or disproven by government experts, and the aid of the department should be sought in attempting to arrive at the correct solution of the road problem here. That it is a knotty one all will admit, but it can and will be solved to the advantage of good roads and the taxpayers' pocketbooks. A government geologist has said that the best road building rock is to be found on the other side of Camas mountain and the second best rock is found in abundance at Sugarloaf. With such materials at hand it is only necessary to properly apply them to use for Coos county to have as good roads as any county in the country.

Mr. Cunningham's View of It

Mr. Clarence Cunningham of Alaska coal lands fame has been in Portland. He is the operator through whom the Morgan-Guggenheim syndicate has so nearly secured title to the Cunningham group of claims. He defends the transactions by which these claims were nearly garnered, and denounces those who have questioned the process.

Incidentally, last Saturday, Mr. Burch, general manager of the Morgan-Guggenheim combine, threw light on the stakes the syndicate is playing for in Alaska. Before the senate committee on territories, he testified that the coal in the Cunningham group is worth \$25,000,000. Morgan and associates were to get it for \$500,000, of which \$250,000 was to be paid down. The value of coal in the district which its railroad would enable the syndicate to control is \$5,000,000,000, of which the mining cost would be \$700,000,000 and the net profit \$200,000,000.

Meanwhile, Mr. Morgan with the help of the Cunninghams keeps gathering in the sheaves. The one man power of J. P. Morgan is supreme in two great insurance companies, thirteen banks, four industrial trusts, including the billion dollar steel corporation, twelve railroads, one steamship trust and other companies. The capitalization and resources of these colossal institutions foot up \$6,133,467,000, more than one nineteenth of all the wealth of the United States. It is nearly one tenth of all the wealth of Great Britain, one seventh that of Germany, and more than the entire

assets of Spain. It is nearly three times as much as the entire wealth of the kingdom of Portugal, and yet Mr. Cunningham thinks it wrong to challenge the doubtful process by which Mr. Morgan is garnering this added \$200,000,000 in Alaska. Journal.

City Library.

One of the things Bandon needs at present is a city library, in fact every town needs one, and as Bandon has no such institution it is time that the matter was being considered by our citizens. True there are many other important projects in view at present, and as it is impossible to do everything at once, but the idea should at least be kept in mind and as soon as the opportunity in anyway presents itself, there should be immediate steps taken toward the establishment of such library. Think it over.

Jury Decision

The jury in the case of last Thursday, on complaint filed by Mrs. Bingaman against Robert Johnson, brought in the following decision which they recommended to be published in the RECORDER:

In the Municipal Court of the City of Bandon in and for the County of Coos and State of Oregon:

The City of Bandon, Plaintiff
vs.
Robert Johnson, Defendant

We, The Jury, duly impaneled to try the above entitled cause, after hearing the law and the evidence, and fully deliberating upon the matter, find the defendant not guilty.

R. E. MCKINNIS, Foreman.

We, The Jury, further recommend that the court take such action as it sees fit to suppress the quarreling between the different children of the City of Bandon and that the court shall reprimand the parents of these children, and the parents of all other children, who may come before this court, for encouraging their children to fight under any circumstances.

R. C. MCKINNIS, Foreman; E. M. Gallier, W. H. Button, W. F. Disher, E. E. Oakes, L. J. Radley

Good Roads for Clatsop

Astoria, Or., Feb. 8.—In making up its estimates for the present year, the county court set aside \$40,000 to be used for road and bridge work in the county.

A segregation of the taxroll on which collections were commenced today shows that the several road districts have raised \$47,911.33 by special levies, making a total of over \$87,000 that will be available for building new public highways and constructing bridges in Clatsop county during 1910. The sum of \$9617.80 was raised by special taxation to construct a dike on the west side of Youngs Bay, bids on which are to be opened during the coming month.

Trespass Notice

Notice is hereby given to all whom it may concern not to enter upon or trespass in any manner upon the following described land. Lots 3 and 6 in section 23 and the lots 2 and 3 in section 26 in Township 30 South of Range 15 west of Willamette Meridian and the South East quarter of the North West quarter of section 23 in Township 30 South of Range 15 West of Willamette Meridian. The above described land situated in Coos and Curry counties.

WALLACE P. POMEROY
5-4t Langlois, Oregon.

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.

THE GRANGE

Conducted by
J. W. DABROW, Chatham, N. Y.
Press Correspondent New York State Grange

GRANGE WORK IN OHIO.

Co-operative Buying Popular—Educational Program Outlined.

The Ohio state grange held its meeting in December, and it was a notable success. Fifty-six granges had been organized or reorganized during the year. Receipts for the year were \$11,000.46, and the total resources of the state grange are \$23,516.42. The sixth degree was conferred upon a class of 112 candidates. It was voted to offer two scholarships to the agricultural college next year, valued at \$15 each. Among the resolutions adopted were the usual ones about parcels post, postal savings banks, United States senator, ship subsidy, pure food law; also the following: Opposing central bank scheme, opposing the re-enactment of the Longworth law, favoring placing of quail on the list of song birds, favoring hunters' licenses, favoring women's institutes in conjunction with the farmers' institutes, asking the attorney general for analysis of fertilizers and asking a law to prohibit the sale of cigarettes and cigarette paper.

On the subject of education the grange urged: First, schoolroom instruction in home economics and agriculture; second, enlargement of the powers of school boards and free uniform text books; third, making the county the unit for school supervision, with grouping of townships for the same purpose, as suggested in the school bill of State School Commissioner Zellers to be before the legislature this winter; fourth, professional training for teachers for special service; fifth, two more state normals with provisions for this feature; sixth, an inheritance tax to be used for school support; seventh, increased appropriation for developing the service of the newly established O. S. U. extension school work in agriculture and domestic science; eighth, home economics lecturers on farmers' institute forest; ninth, home economics topics on every grange lecture program.

The state grange will continue the two scholarships and will make them \$55 each, to be applied on either short or full agricultural or domestic science courses at O. S. U., as the winners choose.

In co-operative buying it was stated that about sixty tons of binder twine were purchased by 17 granges, purchasers saving \$2.50 per hundred over the average retail price, with a total saving for the 17 granges of \$3,000. Forty-one granges purchased 688 tons of fertilizers, costing \$12,168.19.

State Lecturer Taber reported that he had traveled 6,700 miles the past year in his work, of which number over a hundred miles were traveled on foot. He organized thirteen subordinate granges and one Pomona.

GRANGE CROP REPORTING.

A Pomona Grange in New York Organizes a System of Information.

As a practical move for the better information of its members as to an intelligent knowledge of crop acreage and crop prospects Onondaga county Pomona has undertaken a system of crop reporting which has been in successful operation for a year and has been attended with such signal success as to warrant its continuance and extension for another year.

The plan in brief, says W. N. Giles in Grange Review, is a system of correspondence conducted from one central office. The correspondent in chief has two or more correspondents in each grange, according to size of grange and amount of territory to be covered. From the central office is issued a blank to the various correspondents, who fill the same from general knowledge as to number of acres, average yield and amount in stock of the various crops in Onondaga county. These cover hay, cabbage and potatoes. They are compiled at various seasons so that a very accurate knowledge is obtained. These statements are returned to the central office and there compiled and results sent confidentially to the grange members that give them valuable information as to the probable rise and fall of prices as governed by supply and demand, and this has already resulted in much advantage to the members.

This plan has proved of much practical value in Onondaga county and is a promise of much greater value if other and all counties would take it up and there could be established a general correspondence between counties. Of necessity much of the detail and all of the results must be conducted confidentially and hence cannot be elaborated in the public press.

The Wisconsin State Grange.

The Wisconsin grange met at Winneconne and elected George R. Schaefer master. The resolutions deplore the lack of development of the binder industry at the state prison, denounce ship subsidies and all attacks on the Grout law, favor an income tax, government supervision of express companies, postal savings banks, the parcels post and also, we regret to say, the initiative and referendum.

Grange and Farm Institutes.

W. I. Chamberlain says in National Stockman that he has observed that the liveliest, best and most instructive institutes are those held where a live grange or farmers' club exists. In such places all the details that insure success are well cared for.

HIS THOROUGHbred.

A Deal the Horseman Put Through on the Dead Quiet.

A man known roundabout as a lover and possessor of fine horses was lately driving one of his favorite steeds along a suburban road when he came upon another horse lover, almost as well known, who was driving in the opposite direction. Seemingly pleased to meet each other, both drew up alongside.

"I heard only yesterday that you'd gone away and brought back a new thoroughbred," greeted the second horseman.

"Yep," gleefully returned the first horseman; "I'm just after leaving her back home while I give this horse a little spin for his liver."

"Think she'll suit?" asked the second man, squinting good humoredly.

"Well, you know my style, old man. She can step along in the best class, and she's got a pedigree eclipsing any around here."

"How long have you had her?"

"Just four days," answered the first horseman in the same gleeful tone, "but I've had my eyes on her for some time back."

"Carried this deal through a little on the quiet, didn't you?"

"Yep," laughed the first man, with a head shake of satisfaction. "Is she a record breaker?"

"Sure thing; wouldn't have any other. Wait till you fellows get a glimpse of her, and if you don't agree that I've still got my eyes for winners I'll eat the tail off that horse there."

Suddenly the second horseman leaned over toward his friend and thrust out his hand in palpable earnestness.

"Accept my congratulations," said he, "and also give 'em to your—your thoroughbred!"

"I will!" heartily returned the other man, gripping the proffered fist. "Be sure to come in and see us," he added as his friend prepared to drive on. "I know she'll be tickled to meet a friend of mine; she isn't too high bred for that, old man. That's her winning quality. She's a wife fit for a horse judge!"—Detroit Free Press.

THE QUICKEST WAY.

How One Might Travel 190 Miles In About Ten Minutes.

It is estimated that if all mechanical difficulties could be removed and sufficient power developed the minimum time in which passengers could be transported over the eighty-five miles from New York to Philadelphia would be six minutes and forty-four seconds and for the 190 miles from Boston to New York ten minutes and four seconds. A correspondent of the Scientific American who has been working on the problem says that the trains would have to be run in a vacuum to prevent their being heated to incandescence by the resistance of the air. They would have to be held in suspension in the vacuum tube through which they traveled, for the slightest contact with the sides of the tube would result in enormous friction. The cars might be held in suspension by the propulsion of opposing magnets on the cars and on the tubes respectively. When thus isolated they could be propelled only by the power of magnetism. The energy consumed in propelling the cars would be comparatively low.

To avoid shock or jar the trains would travel faster and faster until one-half of the distance should be covered and then slow down until the destination should be reached. When the rate of acceleration is just such as can be borne with comfort the limit is attained. The effect on the passengers would be a continuous pressure against the back of the seat, as when a car is started suddenly, for the first half of the journey, and then in order to prevent them from pitching out of their seats the chairs would be turned in the opposite direction for the rest of the journey, during which the same sensation would be felt.

At the speed named the passengers would be traveling for each half of the distance one-third as fast as they could fall through the same space under the attraction of gravity.

The Two Angels.

The following allegory is told among the Turks:

Every man has two guardian angels, one on his right shoulder and one on his left. In doing good the angel on the right shoulder notes it down and sets a seal upon it, for what is done is done forever. When evil is committed the angel on the left shoulder writes it down, but he waits until midnight before he seals it. If by that time the man bows his head and says, "Gracious Allah, I have sinned; forgive me!" the angel blots out the fault, but if not he seals it at midnight, and then the angel on the right shoulder weeps.

A Canine Feat.

A blind man, guided by a large and athletic dog, went down the street the other day. Just as they turned a corner the blind man's dog saw a dog it knew and darted forward in a way that threw the sightless mendicant to the ground. He was speedily assisted to his feet, however, by a wagging passerby, who remarked that he had heard some remarkable stories of the feats performed by dogs, but this was the first time he had ever known one to pull down the blind.

Forgetful.

Mistress—Did you have company last night, Mary? Mary—Only my Aunt Maria, ma'am. Mistress—When you see her again will you tell her she left her tobacco pouch on the piano?—Illustrated Bits.

Administrator's Notice

Notice is hereby given that the undersigned A. J. Counts, by an order of the County Court of Coos county, Oregon, has been appointed as Administrator of the estate of Linnie P. Counts, deceased. All persons having claims against such estate are required to present them within six months from the date of this notice, with the proper vouchers, to the undersigned at the office of G. F. Treadgold, in Bandon, Coos county, Oregon.

Dated this 15th day of February 1910.

A. J. COUNTS,
Administrator.

G. T. TREADGOLD, Attorney for Estate. 6-5t

Administrator's Notice

Notice is hereby given that the undersigned Anna May Wilcox by an order of the county court of Coos county Oregon, has been appointed as administratrix of the estate of Henry G. Wilcox, deceased. All persons having claims against such estate are required to present them within six months from the date of this notice, with the proper vouchers, to the undersigned at the office of G. T. Treadgold, in Bandon, Coos county, Oregon.

Dated this 15th day of February 1910.

ANNA MAY WILCOX,
Administratrix.

G. T. Treadgold, Attorney for Estate. 6-5t

Sheriff's Sale Under Execution

Notice is hereby given that under and by virtue of an execution issued out of the circuit court of the state of Oregon, for the county of Coos, on the 21st day of January, 1910, in a certain action wherein Elbert Dyer is plaintiff and William Howell is defendant, being case number 1853, by which said execution I am commanded to make the sum of one thousand, forty-three and 00/100 dollars, costs taxed at seventeen dollars and an attorney fee of seventy-five dollars, less the sum of sixty dollars paid heretofore, together with costs and expenses upon said execution, I have levied upon and will, on

Saturday, the 26th day of March, 1910, at the hour of 10 o'clock in the forenoon of said day at the front door of the county court house, in the city of Coquille, Coos county, Oregon, offer for sale and sell at public auction to the highest and best bidder for cash in hand all of the right, title and interest of said defendant, William Howell, in and to the following described real property to-wit:

Southwest quarter of the northeast quarter of section thirty-five, township twenty-eight south, of range fourteen west of the Willamette meridian in Coos county, Oregon.

Dated this 23rd day of February, 1910.

W. W. GAGE,
7-5t Sheriff of Coos county, Oregon,
By C. A. Gage, Deputy.

NOTICE OF ADMINISTRATION

Notice is hereby given, that by order of the County Court of the State of Oregon in and for the County of Coos, made on the 15th day of January 1910, John A. Hamblock was duly appointed executor of the Estate and last will and testament of John Hamblock deceased; that letters testamentary with the will annexed have been duly issued to the said John A. Hamblock, and that he is now qualified and acting.

Therefore all persons having claims against the said estate, are hereby notified to present the same with proper vouchers to the said executor at Bullards, Oregon, within six (6) months from the 24th day of February 1910, the date of final publication of this notice, or the date of final publication of this notice, may be faced by appraisal, and that, pursuant to such application, the land and timber thereon have been appraised, \$100 the timber estimated 250,000 board feet at \$.40 per M, and the land \$ nothing; that said applicant will offer final proof in support of his application and sworn statement on the 12th day of April, 1910 before A. D. Morse, U. S. Commissioner at his office, at Bandon, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest, at any time before entry issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

BENJAMIN F. JONES,
-10t Register.

NOTICE FOR PUBLICATION

Department of the Interior.

U. S. Land Office at Roseburg, Oregon.

Notice is hereby given that George Moland, whose postoffice address is Bandon, Oregon, did on the 22d day of April, 1909, file in this office Sworn Statement and Application, No. 04914, to purchase the nw 1-4 of se 1-4, section 9, Township 29 S., Range 14 West, Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law" at such value as might be faced by appraisal, and that, pursuant to such application, the land and timber thereon have been appraised, \$100 the timber estimated 250,000 board feet at \$.40 per M, and the land \$ nothing; that said applicant will offer final proof in support of his application and sworn statement on the 12th day of April, 1910 before A. D. Morse, U. S. Commissioner at his office, at Bandon, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest, at any time before entry issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

BENJAMIN F. JONES,
-10t Register.

NOTICE OF ADMINISTRATION

Notice is hereby given, that by order of the County Court of the State of Oregon, in and for the County of Coos, Mollie Patterson was duly appointed administratrix of the estate of W. H. Sullivan, deceased and that letters testamentary were fully issued to the said Mollie Patterson on the 7th day of February 1910; that she is now qualified and acting, therefore all persons having claims against the said estate are hereby notified to present the same with proper vouchers to the said administratrix at Bandon, Oregon, within six months from the 10th day of March 1910, the date of the final publication of this notice.

MOLLIE PATTERSON,
Administratrix of the estate of W. H. Sullivan, deceased.
GEO. P. TOPPING, Attorney for the Estate. 5-5t.

Bring your
Job Work
To the Recorder