

WATCHWORD FOR 1910

Labor Can Be Successful Only So Far as It Unites.

POWER OF CONCENTRATION.

Lessons of the Past Year That Unionists Must Heed—Workers Should Profit by the Example of Employers. Unity Means Strength.

The year 1909 was one of trial to labor unions.

The slow resumption of normal business activities, following the panic of two years ago, operated against continuous employment, which, in turn, tended to prevent wages from rising in proportion to the increased cost of living.

A tariff bill was passed by congress which seems to have given the large "interests" a more thorough control than ever, and consequently wage earners are confronted with higher prices for the necessities of life.

The year just gone witnessed the inauguration of a new president of the United States, elected by the conservative and property interests and whom labor may expect to look at all industrial questions, whether legislative or judicial, with eyes trained to see and protect the vested rights of property at all hazards.

The courts during the past year at least temporarily made another advance in their apparently settled policy of extending their jurisdiction, or as Jefferson said, "making more business," by assuming a right of censorship over the constitutionally guaranteed personal right of freedom of speech and of the press.

The various associations of employers are active and making desperate efforts to get the employers united to fight labor.

Now, while outside the ranks of union labor we find that during the year 1909 considerable progress was made in uniting or in consolidating employing interests, in judicial encroachments upon the rights of labor and in colossal concentration of capital for future commanding use, what was going on inside of labor's ranks?

Has labor shown the same effort or disposition to unite, to consolidate and to concentrate that is manifested by those who are naturally inclined to oppose every movement by labor for shorter hours or higher wages?

Truth compels us to admit that the year 1909 was unusually full of factional strife in labor's ranks.

The electrical workers' controversy alone has caused the revocation of charters of several A. F. of L. state branches and numerous Central Labor unions with much resultant ill feeling.

No difference, however grave, within any union can be of sufficient importance to warrant a split. If those who believe a certain way are in a minority they should abide by the will of the majority, and if they are in the majority they will eventually prevail if they stay in the ranks. If they violate the principles of unionism by leaving the ranks they do not deserve to prevail.

Had the quarrels between the factions of electrical workers been settled within the union the strife would not have injured the general labor movement very much, if at all.

And if all members of other unions had refused to encourage or recognize any split in the electrical workers the general labor union movement would not have been injured much by the electrical workers' controversy.

Other illustrations could be given of factional strife injurious to the labor movement, but the foregoing will serve as examples to prove the necessity for unionists generally to get fixed in their minds the one great central fact that the cause of labor can only be successful in proportion as those who toil unite as one.

Every movement toward one means concentration of power and makes for success. Every movement away from one means dissipation of power and makes for failure.

There is no argument possible to justify the division of labor into independent factions.

It is wholly inconsistent with the oneness essential to success and is absolutely indefensible.

If capital does all the uniting, consolidating and concentrating and labor does all the dividing and quarrelling the certain result must be the further aggrandizement of capital and enslavement of labor.

If the wage earners will learn this one lesson from the experience of 1909 their chances of betterment in 1910 will be vastly improved.

The watchword for 1910 should be that, regardless of who or what may stand in the way, all wage earners shall unite as one.—Shoe Workers' Journal.

Damages For Blacklisted Worker.

The Richmond county circuit court in session in Columbia, S. C., established a precedent for South Carolina by awarding \$10,000 damages to O. M. Rhodes, a cotton mill operative, who sued the Granby Cotton mills of Columbia for damages alleged to have been suffered by him on account of the defendant corporation having placed his name on the blacklist.

Texas Against Eight Hour Law.

The state law enacted at the last Texas legislative session fixing an eight hour workday for telegraphers has been declared invalid in a decision by the court of civil appeals, sitting in Galveston. The court contends that the state law conflicts with the national statute, which provides a nine hour day for dispatchers.

The Port Law.

For the benefit of our readers we publish extracts from the port law, passed by the last general assembly of Oregon. We cannot publish the entire law, owing to its volubility, but publish the parts that bear directly on the tax question, which are the vital points that most concern the people.

"Municipal corporations designated as Ports may be incorporated in counties bordering upon bays or rivers navigable from the sea or containing bays or rivers navigable from the sea in manner as in this act hereinafter provided.

Such corporation shall have power:

1. To improve all bays, rivers and harbors within its limits and between its limits and the sea for such width and length and to such depth as it may be deemed necessary or convenient for the use of shipping and as the means at its disposal will allow, and to construct such canals, basins, and waterways as it may be deemed necessary or convenient for the use of shipping or the extension of the commerce of such Port.

2. To contract with the government of the United States to do any and all or any part of the work of making and maintaining or making or maintaining such a depth of water in such bays, harbors or rivers as said government of the United States may from time to time determine to make or maintain, and for the making or maintaining of which it shall or may contract with said corporation, and to receive therefor such compensation as may be agreed or between said government of the United States and said corporation.

3. In carrying on any work in this act provided to be carried on the said corporation shall have the same right of eminent domain and to take property for public uses as exist at such time under the laws of this State in favor of corporations organized for the construction and operation of railroads, and to be exercised in the same manner and on the same terms as by the laws of this State provided in case of said corporations, save only that in the case of corporations organized under the provisions of this act the right shall extend to the taking of, and such corporation shall have and there is hereby granted to it the right to take any and all private property under said right of eminent domain which shall be found necessary or convenient in carrying on any work or the exercising, carrying out or executing any power in this act provided to be carried on, exercised, carried out or executed by it.

4. And to the full extent which the State of Oregon might itself exercise and control or to which it can grant to corporations organized under the provisions of this act the right to exercise the same, corporations organized under the provisions of this act shall be and are hereby granted full control of all bays, rivers, and harbors within their limits, and between their limits and the sea, with full power and authority to, from time to time, make, establish, change or abolish wharf lines in such harbors and rivers, and to make, establish, change, modify or abolish such rules and regulations for the use or navigation in such harbors and rivers, or the placing of obstructions therein or the removal of obstructions therefrom, as it may deem convenient, requisite or necessary or in the best interests of the maritime shipping and commercial interests of the said Port and the said rules and regulations so made by it to be enforced by such fines, penalties and punishments as it in the exercise of sound discretion may deem necessary; and the fines or penalties so imposed or levied shall be recovered in the name of said corporation in any court of this State having jurisdiction of actions for the recovery of fines and penalties imposed by State laws, and shall inure and belong to said corporation, and all punishments so imposed shall be enforced in the name of said corporation in any of the courts of this State having jurisdiction of crimes and misdemeanors under said laws.

5. To establish, maintain and

operate a tug boat and pilotage service in said Port and between said Port and the sea; and to that end to purchase, lease, control and operate steam tug boats and steam and sail pilot boats upon such rivers, bays and harbors and upon the sea, and to collect charges from vessels employing such tugs so operated and for pilotage services rendered by employees of such corporation, and such corporation shall have the right to claim and collect salvage for services rendered to vessels in distress in the same manner as a natural person. The charges for towage and pilotage shall be fixed by the board of commissioners for such corporation, and shall be public and published to the world, and said corporation shall be entitled to a lien upon any vessel for any sums due it for piloting or towing such vessel, and the master and owner of such vessel shall in addition be jointly and severally liable to such corporation therefor. If a vessel or cargo, while being towed by a vessel owned or operated by such corporation, or while under the charge of a pilot employee of such corporation, suffers injury or loss by reason of the fault of such tug or the negligence or incompetency of such pilot, such corporation shall not be liable for any loss or injury thereof in excess of \$5,000.00.

6. To acquire by purchase, condemnation or other lawful method such lands as it may deem necessary to improve for public convenience and the convenience of its shipping and commercial interests all or any portion of the waterfront of its harbors, rivers and waterways; to enlarge its tidal area, construct, excavate or dredge canals and channels connecting its waterways with one another or with other waterways and the sea, and to construct, maintain and operate upon any of the waterfront, so acquired by it, wharves, warehouses and drydocks, and to collect from vessels using the same wharfage and dockage and to collect from owners or consignees of goods, passing over said docks and warehouses, wharfage and storage charges from goods so handled.

7. Generally to do such other acts and things as shall tend to promote the maritime shipping and commercial interests of such corporation and to acquire, hold, use, enjoy and dispose of.

(Concluded on page 7)

Advertise in the RECORDER and you will get results.

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 seven 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 23d day of February, 1910.
W. W. GAGE,
7-5t Sheriff of Coos county, Oregon.
By C. A. Gage, Deputy.

F. J. HAYES OPTOMETERIST

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NOTICE FOR PUBLICATION

Department of the Interior,
U. S. Land Office at Roseburg, Oregon,
January 24, 1910.
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 sec 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 fixed 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. Manze, 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 patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

BENJAMIN F. JONES,
Register.

Now What Do You Think of That?

Look what Uncle Sam has done for us, now with what he has done and what we can do for ourselves with a Port of Coquille can you figure out what property is going to be worth and what the increase in values will be in the next few years. I have some good buys on hand and your money back in three years with interest. If you don't want it I do. Let me insure your house in a good Fire Insurance Co. for three years and see what a lot of worry it will save you, and it will not break you up to pay the premium either. I belong to Bandon and anything that helps you helps me.

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