



HELP BANDON'S CENSUS MAN

Let Us Get Full Count of Our Population This Year

OTHER CITIES ARE WORKING HARD

Lack of public interest in the taking of the government census threatens to cheat Bandon out of the credit of several hundred inhabitants.

So far, or at least as far as the RECORDER is able to see or hear, about the only people in Bandon who have interested themselves in giving Bandon the proper sized population, are the government officials themselves; it is surprising what little public spirit is being shown.

The people of San Francisco have set a mark of 500,000 population, and if there is the least possible show of it, they are going to show that many people in that city. The reason of this is that every man, woman and child in San Francisco is taking a hand in the game. They are taking an interest in it and people are hustling around to find others that are not taking an interest, and also hustling to find others that have not been enumerated.

Now it is every man and woman's duty who lives in Bandon today to see that the enumerator does not miss them. It is every man's duty in Bandon to make a list of all his friends whom he knows are in town and see that they are enumerated.

Inquire at your home and find out if the enumerator has been around.

If not, see that you and your family get on the list and get on it quick as there are now only a few more days left of the enumerator's time.

It might be well for the mayor, the city council and the Commercial Club to appoint a man or two, if necessary, to help out this work, and to absolutely see that not a man, woman or child in Bandon is missed.

It would look well, wouldn't it, if when the final count is taken, Bandon showed up about 500 less people than she actually has.

This census must be finished very soon and no one should delay a moment.

If you have not been enumerated, send in your name at once to Mr. Mavity, census enumerator of Bandon, or to E. E. Oakes, President of the Bandon Commercial Club, and he will see that it gets to the enumerator.

The RECORDER wants to see Bandon have a full and complete count.

Every resident of the city, married or single, should take pleasure in complying with this request, and if you do not care to fill out the blank, send name in to the above officials, and they will see that the enumerator calls on you.

Remember that Bandon wants to show a good and substantial growth.

Every citizen should make it his business to see that Bandon gets all that is coming to it. Every person who has not yet been listed should make it his business to see that he is listed. Likewise every woman. Don't wait. The time is growing short. There are only a few days left. Hunt up the enumerator, and if you know anyone who has been missed, induce them to do likewise.

H. M. Tucker and wife, and W. M. Tucker left this morning for Prairie City, Ore., where they expect to spend the summer.

SHOULD BUILD GOOD ROADS

Sufficient Money Being Spent But Not in a Judicious Manner

At the present moment there is nothing quite so important, except the always excepted and ever expected railway, before the citizens of Coos county, as the vital matter of good road construction within the county limits. Good roads stand next to railway construction in the matter of community building. No matter what the cost may be, the road, once permanently constructed, will return its expense fourfold.

But there's the rub! Permanent and substantial construction. Coos county has spent and is spending immense sums on road construction, but about the best evidence of it is to be found in the tax roll. Last year Coos county expended in round numbers the immense sum of \$1,300,000. This year it will be increased to \$1,700,000.

The commercial relation is founded and accepted, among all peoples and individuals, upon the common and honest principle of giving and receiving values for the money that passes. This is among the most rudimentary of the organic elements of life, and to save us, we cannot see why it should not operate in the scheme of taxation for road building; why the taxpayer, whose money is as hardly earned and of equal value to any he possesses or uses, should not enjoy the same sense of satisfaction in paying his road tax that he gets from paying his ordinary cost bills of life and household; why he should not have value received for this as for all else. The fact that he ever questions the fact, illustrates its commanding value and opens the way for doubt and investigation.

It is admitted on all sides, of course, that we rarely do get value received for our money in these days of imposture, high-finance and graft, but none of these predicates, for an instant, disturb the inalienable right to have that value, and the fact that in the matter of road taxation, the denial is wrought by our own public servants who stand in very different light from those we meet on the common level of barter, exchange and business, only because the more intolerable and inexcusable.

There is no question as to the expenditure of the money. There is no suggestion of graft, but there is a large and obtruding problem as to the method and manner of the expenditure. The people are getting infinitely weary of the imposition and the spirit of revolt is active. Coos county has held back longer than most communities, and the sentiment is fast forming for a change that shall render a better accounting for the huge sums our people are paying for road tax toll. The fight is not against the payment of the road tax, but against the futility of that payment, the uncompensating and inadequate returns upon those payments, the lack of "value received" in the great and incessant demand and duty of our citizenship. There should be no let-up in the home-fight for a better deal in this big premise.

The immense sums being collected would, if properly expended, furnish a number of magnificent highways destined to lead forth into the productive and, at present, isolated areas of Coos county. It is a section alive with natural scenic beauty. It is full of possibilities, opportunities and actualities. There is nothing

NORTH BEND NOT COMING

Visit of Commercial Club of that City Postponed for the Present.

LOUIS B. HILL COMING TO COUNTY

The visit of the North Bend Commercial Club, to Bandon, which was scheduled for Friday night, has been postponed on account of a visit from Louis B. Hill, President of the Great Northern Railway, who is coming to Coos Bay. A visit of Mr. Hill, who is the son of J. J. Hill, to this county can have no little significance on the railroad situation of this section.

Whether Mr. Hill will come to the Coquille valley or not, we have not been informed, but an effort should be made to induce him to do so, as he will not see half the resources of this great county unless he does.

Don't Refuse Enumerators.

If you refuse to answer the questions propounded by the census enumerator, here are some of the penalties you subject yourself to:

"The penalty for refusal to give census information is a fine not exceeding \$2,000."

"The penalty for wilful falsification of the returns is a fine not exceeding \$2,000."

You need not be afraid that your answers will be made public, for here is the penalty of the enumerator if he "gives you away."

"Enumerators communicating any information regarding the census are liable to a fine not exceeding \$1,000."

License Is Renewed.

The Oregonian says: "Capt. Levi Snyder, late master of the ill-lated steamship Arago, who had his license suspended for a year by United States Inspectors Edwards and Fuller, is again qualified to go to sea in command of a vessel. Through instructions of Captain John Bermingham, supervising inspector, to whom the case had been appealed, his license was returned to him Monday." The many friends of Captain Snyder will be glad to learn that he is again qualified to resume navigation, as it has been generally understood that he was not really to blame for the accident, and that he was exceedingly brave in the face of great danger.

Miss Wilkins arrived on the Fi-field, Sunday, to visit her sister, Mrs. Geo. P. Topping.

that will advance development faster and contribute more to the comfort of the present dwellers than high ways that can be traveled in comfort every month in the year.

Judge Coke recently made a suggestion in the columns of the Times that is worthy of thought and consideration. He stated that a good plank road could be laid for \$1,000 per mile. If these figures are correct, it offers a solution. The sums collected last year and this year would mean 300 miles of roadway that could be traveled any month in the year for at least ten years. As it is it is doubtful if we will get one tenth of that number.

Give us a run and a road for our money.—Coos Bay Times.

GREAT NORTHERN TO ADVERTISE ORE.

Hill Road Will Send Out Pamphlets and Display Agricultural Products

The Great Northern Railway Co. is sending out booklets advertising the immense resources of Central Oregon, into which country that road is building, and everybody will hail with delight the fact that Hill is coming into Oregon. The great hope of the people of Coos county is that he will see fit, not only to build a line to Central Oregon, but that he will also come to Coos county. Hill is the greatest public benefactor in high financial circles today, for he is really doing things with the object of benefiting the general public.

The Hill interests are not only intending to advertise the Oregon country with booklets, but are going to put on display in the East, and Central West, samples of agricultural products raised in Oregon. This will be done by means of an exhibit car which will tour the entire eastern section of the country, and the establishment of permanent agricultural shows in many of the larger cities.

With such advertising as this there is sure to be a great influx of people to Oregon within the next few years, and people who come here will certainly find a home, far superior to anything of which they have ever yet dreamed.

The K. of P.'s Surprised.

One of the pleasantest events of the season was a surprise given the K. of P.'s, Monday night, in Castle Hall, by the Pythian Sisters. The hall was beautifully decorated in the lodge colors, flowers and ferns. When lodge had adjourned the ladies invited the Knights to the dining room where they had prepared a splendid spread of roast chicken and brown gravy which was thoroughly enjoyed by the gentlemen, so much so, that it brought forth an eloquent speech from I. W. Mast on the art of cooking, and especially that of good gravy.

Truly the wise sage has said that the way to a man's heart is through his stomach, and surely the Pythian Sisters have discovered the secret and won the hearts of the Knights.

Graham Loses Damage Case.

Coquille Ore., May 3.—After being out a few hours, the jury in the case of R. A. Graham vs. the Southern Pacific, John D. Spreckels & Bros. company et al, for about \$143,000 damages and salary, returned a verdict for the defendants. The verdict was unexpected. It is presumed that Graham will appeal the case to the Supreme Court.

The grand jury completed its work and returned an indictment against Richard J. Reeves, of Ten Mile, charging him with wrongfully killing a bull belonging to a neighbor named Hope.

Rebekah Whist Party.

Ocean Rebekah Lodge will give a Progressive Whist Social, Tuesday evening, May 10th, in the I. O. O. F. hall. Score cards and refreshments 25 cents. Everybody invited.

Mrs. L. J. Radley, and daughter, Mrs. George Laird, arrived home Saturday after several weeks' visit with relatives at Bellingham, Wash.

MANY BOATS ARRIVE AND DEPART

Shipping Business for Past Week Has Been Very Lively

ALSO HAVE LARGE PASSENGER LISTS

The shipping business from Bandon for the past week has been exceedingly brisk, and the boats have been arriving and departing at a rapid rate. The Elizabeth arrived last Thursday with a big cargo of freight and the following passengers: Mrs. J. Cartwright, Mrs. E. J. Phillips and child, Harold Phillips, R. W. Burns, C. Cole, R. B. Hunnicutt, J. E. Walstrom and H. Saulstrom. She sailed Sunday morning with 173,000 feet of lumber, 64 cords match wood, 25 tons shittim bark, 13 tons potatoes, 3 tons butter, 9 cases woolen goods, 5 tons miscellaneous, and the following passengers: J. W. King, E. R. Lewis and wife, D. Lewis, R. Lewis, Mr. Nicholson and wife, and L. C. Travis.

The Fi-field arrived Sunday evening with 60 tons of freight and the following passengers: Capt. C. H. Butler and wife, A. Polmson, G. W. Lent, T. Cline, G. S. Robinson, L. L. Brandenburg and wife, Miss B. Wilkins, Miss A. Johnson, W. S. Kloot, N. Johnson, W. Bure, G. Loiter and N. Jordman. The Fi-field sailed again Wednesday evening with 380,000 feet of lumber, 2 tons of butter, and the following passengers: Mr. Beeson, wife and son Tom, Mrs. C. Hayter and two children, Miss Olive Kelley, Chas. Fisher, Will Limpach, Benj. Hadcock, Chas. Laddington, J. Cline, R. A. Wheeler and Mrs. M. J. Palmer.

The Washgalore and Ruby are also in port and will sail within the next day or two. The Advance went to sea this morning.

Grange Corner.

The Grange will hold its regular meeting next Saturday, in Concrete hall, 10:30 a.m. The Presbyterian Ladies' Aid will serve dinner in the hall from 12 to 2 p.m.; price 25 cts. At 2 p.m. there will be an open meeting to which the public is invited. Both ladies and gentlemen are welcome. The very timely and important topic of "Taxation" will be discussed. Judge Topping will speak on "An Ideal Tax Law." J. P. DeGesen will give his ideas of Taxation from the view point of a Socialist. It time permits others may take part as they wish. Mr. F. F. Eddy will give a short talk on the proper care of milk. We also hope to have a short literary program in connection with the meeting. This meeting should be largely attended because these questions are just now very much discussed. Doors open promptly at 2 p.m. but not before as the business of the Grange must be first transacted.

Presbyterian Church.

Regular preaching services will be held next Sunday, 11 a.m. and 8 p.m.; also Sunday school at 10 a.m. and Y. People's meeting at 7 p.m. Topics of vital interest are always discussed in the pulpit. Strangers and others are invited to make this church your Sunday home.

WHAT THE NEW CENSUS WILL SHOW

Comparison Between The Census of 1790 and of 1910

An exchange tells of the progress of the United States as follows: The thirteenth census work was commenced April 15th, and an army of enumerators are now abroad in the land asking questions. Some facts concerning the federal census are given by the Chicago Inter-Ocean in this way: "The first census was taken in 1790, one year after the beginning of our constitutional government, George Washington, president. The first census showed a population of less than 4,000,000. The thirteenth will show about 90,000,000 inhabitants. In 1790 the area of the United States was 826,844 square miles. In 1910 it is 3,624,122 square miles. The first census was taken at a total cost of \$44,377. The thirteenth census will cost about \$16,000,000. The first census was taken by seventeen marshals and 650 deputy marshals. Now there are 330 supervisors, and Chicago alone has 1,440 enumerators. In 1790 returns were published in one small octavo volume of 56 pages. This year ten large quarto volumes of 10,000 pages will be needed. In 1790 Illinois was merely the abiding place of a tribe of Indians. Now it is the third state of the union, with a population of 5,500,000. In 1790 the estimated population of the northwest territory—now five states—was 7,000. In 1900 it was more than 16,000,000. In 1790 the center of population was twenty three miles east of Baltimore. In 1900 it had moved westward 519 miles to Columbus, Ohio, and this census will send it much farther west."

Arrange For Trackage.

Through their president, M. Svavrud of Eugene and representatives F. B. Kiddler and L. P. Ness, the Lane County Asset Company has made an arrangement for trackage and terminal facilities with the Coos Bay Rapid Transit Company.

Arrangements are also entered into so that construction work may be started on this end of the proposed Eugene-Florence Coos Bay electric line if they choose to. While the matter is largely in the formation it is practically certain that work will be started very shortly and pushed as rapidly as forces of men and teams can do it.

As we understand the situation, the matter of crossing the Bay will be settled later, when several surveys will be made.

W. P. Evans, president of the Rapid Transit Company, states in his opinion there is no question but the Lane County Asset Company is financially able to build the road, and he has every reason to believe that it will be done.—Coos Bay Harbor.

Sending Out Letter.

Some Myrtle Point people are sending out a five page type written letter assailing the Port Commission question, and their sole argument is made up of knocking the Coquille river and harbor, and insinuating that the Port Commissioners would be dishonest and pile up a big bond and tax. It is a frail attempt from start to finish. The RECORDER will give a more exhaustive review of the letter next week, as up to this time we have not had sufficient opportunity to study it thoroughly.