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TIMMON'S BUILDING

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THURSDAY.....June 30, 1910

To Cruise The Timber.

The Coquille Sentinel of last week says that the Coquille Chamber of Commerce is now taking up the proposition to have the timber of Coos county cruised so that the large timber holders will be forced to pay their share of the taxes. This is a good move and is one that was taken up by the Bandon Commercial Club several months ago, and correspondence was opened with the various commercial bodies and granges of the county, but at that time the North Bend and Marshfield commercial bodies were the only ones that responded, and each of them appointed a delegate to go before the County Court and see what could be done; Coquille and Myrtle Point did not respond. But now that Coquille has at last awakened to the situation, it would seem that something ought to be done at a very early date.

It is true, as the Sentinel says, that the large timber holders will no doubt oppose the proposition, but it

can be put through over their protest if all will lend a shoulder to the wheel.

This is our opportunity. We want to lower the taxes of the County to those who are now bearing the burden, and this is the one chance by which it can be done. Here is also an opportunity for the people who are crying higher taxes, and opposing every improvement because of the taxes.

We need this timber cruising movement pushed to a completion, especially in the Coquille valley, for we want a Port Commission here. Even the people who are opposing the Port Commission under present conditions, say we want a Port Commission, but we want different conditions. Now is the opportunity to get those different conditions, the opportunity to make the people who will be most benefited by the Port Commission pay their share of the cost.

The question now is: Will we all work together for this end? Will those who have been crying "HIGH

TAXES" come through and do their part toward helping this good work along? If they do not, then we can come to but one conclusion, and that is, they are kicking for the sake of kicking, and they don't want any development of any kind. Here is a chance for us all to show our colors. The question is: WILL WE DO IT?

That Flying Leap.

It never can be said that the "welcome home" celebration accorded Theodore Roosevelt, lacked individuality, for we read: "Mrs Roosevelt was first down the gangplank and there was kissing and hugging good to behold as she clasped her loved ones in her arms. And then came the colonel with a flying leap from the Kaiserin to the deck of the Manhattan, and then another affectionate greeting as he raised his big boys up in his arms and kissed them. Tenderly he clasped Miss Alexander, Theodore Jr.'s fiancée, in loving embrace."

We are glad that he still loves his children because we have ever regarded Mr. Roosevelt as an ideal father, and that he should confer the same affection upon his son's wife-to-be, is in the natural course of events, and we rise to felicitate them both.

But none of these things yielded the thrill which our nervous system

demand. Not the booming of cannons, nor the magnificent water parade; no, not one little quiver did all of these things produce. We expected them, demanded them, in fact we have tried to picture how it would all look for several days. We have seen such demonstrations before and this differed in setting only in its magnitude. However, Theodore is a great man, and besides, America, his home and native land, must not be outdone by Moslem, Roman, or Scot. Jack Abernathy, and the committee were contributing their mightiest, but despite Rough Rider, Wm. Loeb, Jr., and the whole American navy, we feared that this reception would fall flat.

But it did not, and Theodore saved the day himself. And it was all done so unconsciously, too. Just did not wait to walk down the gangplank, but "Leaped from the rail of the Kaiserin" in his eagerness to get home once more. So T. R. has made the occasion memorable, and now we know for sure that he is once more really and truly in our midst. Again we say, "Thank God for that leap."

An Unsettled Question

If one were asked to state what he believed to be the primary purpose of the railroad bill, just enacted into law, he would probably say that it was an amendment of the interstate commerce act calculated materially

to assist in the determination of what was a reasonable rate. It seems to be the profession, though it is not generally believed to be the actual desire of the railroad people of the country to base their revenue upon reasonable compensation for the service rendered, having regard, of course, for a fair return to the stockholders. While the public desires the establishment of as low rates as possible, there would be no general justification of such reduction as would deprive the railroads of fair profits on the actual investment. The first purpose of railroad legislation has to do with adjustments which will lead to a just determination of this rate matter.

The new bill, as passed, is characterized by two omissions which preclude all consideration of the measure as an actual settlement of the question of what constitutes a reasonable rate. Those omissions are the failure to make provision for physical valuation of the railroads, and to so regulate stock issue and security manipulation as to prevent over capitalization. The actual value of the roads and the watering of stock are two considerations which, taken together, comprise the rock upon which the determination of reasonable rates founders. There is no telling what is a reasonable rate with either consideration left out of the calculation.

These omissions leave any commission or other tribunal that shall attempt a definite, legal statement of

what constitutes a reasonable rate without the basis of fact, and in the final outcome of litigation under the provisions of the bill nothing will be settled—Telegram.

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