

Bandon Recorder

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TUESDAY.....February 7, 1911

Johnathan Bourne Jr., and A. B. Cummins.

Jonathan Bourne Jr., the senator from Oregon who pretends to stand for government by the people, and who is president of the National Progressive League, an organization of leading progressive republicans claiming to stand for the direct primary law and ultimately the election of United States senators by a direct vote of the people, has shown the white leather and refused to act in the very first opportunity that has presented itself. The case in question is that of Senator Young of Iowa who was appointed to fill the vacancy caused by the death of Senator Dolliver. Young was simply appointed by Governor Carroll to act until a successor could be elected by a direct primary as Iowa has the primary law. Young, however, is said to be a standpatter, and the Iowa legislature is progressive, and although there are several progressive candidates for senator, it is evident that Mr. Young, who is editor of the Des Moines Daily Capital, would be elected by a large majority, largely owing to his personal popularity. But the progressive legislature, backed by Senator A. B. Cummins of Iowa, who is also a member of Bourne's league, took the matter of electing a senator into their own hands and a deadlock in the legislature resulted. Young wanted to submit his candidacy to a direct primary, but Cummins said it was inexpedient, although he insisted on and secured a primary two years ago to elect himself senator to succeed the late Senator William B. Allison, and the conditions and law are just the same now as they were two years ago.

Young has asked the National Progressive League to make good their declaration by assisting in securing a primary election for senator but the league is very slow about coming through, thus showing the real inconsistency of Bourne and Cummins who could say the word and it would be done.

The RECORDER is not a stand pat paper nor is it a progressive paper, but it is independent so far as politics is concerned, but we believe in being consistent and giving the people a chance to vote when that chance is coming to them. We are in favor of the election of United States Senators by a direct vote of the people and believe the people's choice should be senator, whether he is stand pat, progressive, democrat, socialist, prohibitionist, or any other name which might be given him.

The Dreadnaught Madness.

Since Great Britain set the example to the other powers by building the Dreadnaught the nations of the world all together in barely five years have built 37 ships of the dreadnaught type. So ferociously has the fever of naval armament raged that within the current year it is planned to launch 36 more Dreadnaughts.

At this rate \$400,000,000 will be sunk in the dead investment of

Dreadnaughts alone, in addition to the hundreds of millions already past recovery in this one form of naval armaments. Everywhere alike pressing social reforms and productive works, public and private, are indefinitely deferred. Through the wasteful use of capital in the nation's frantic preparation for war, money needed in the daily pursuits of peace and industry is withdrawn from the people's reach and commerce and labor are punished for the sake of a hideous military display. With the prospect of four new Dreadnaughts ready for the water by next January, congress now proposes to make appropriations for the construction of still two more. To drop only one would mean a saving of \$12,000,000. The effect would be of incalculable benefit to other nations which like the United States, plead that they are driven to the policy of bloated armaments solely because of the naval activity of their neighbors. None is willing to take the first step toward averting financial disaster for itself, for the one reason that its rivals are inviting the same fearful penalties upon themselves.

Mr. Taft has striven laboriously to affect retrenchment in governmental expenditures. He has earned high praise by advocating the limitation of armaments. It is now in his power at one stroke to accomplish practical results in both directions.

More About Good Roads.

Oregon's biennial mud tax is \$4,000,000. The amount saved would build 1500 miles of good roads. It would improve all the highways in the state. Oregon's mud tax saved would pay by several times the possible tax for permanent highway making under the proposed good roads bills submitted to the legislature by the Oregon Good Roads Association.

A mile of good roads built ends the mud tax and begins the returns on the investment from the good roads construction. Other miles of good roads open up the state to increased population, intensified production, accelerated development, making possible the more pleasures and comforts, bring rural delivery, increased neighborhood sociability, elevate citizenship standards, double in value abutting property.

Lewis W. Hill, President of the Great Northern, said the other day "Oregon is backward in wagon road building; our contemplated railroad construction will fail of intended development benefit if the people do not make good wagon roads as feeders to the railroads." Mr. Hill did not advocate wagon road construction to fill his own pockets, he knows, and those who live in the enjoyment of good roads know too, that permanent highways and their use and benefits fill the pockets of the people.

The value of macadam roads is not understood nor realized until the road is made and used. Backwardness of road construction in Oregon is explained in two ways: First, ignorance of benefits, Second, opposition to population and intensive cultivation of the soil. A man

was found lobbying against the good roads Association highway measures at the legislature. "I own 5,200 acres of land" he said; "I have seven miles of road bordering my property; I am opposed to population greater than now; I am opposed to good roads; good roads bring population and might compel me to cut up my place; I don't want to cut it up." The views of this man are not shared by people anxious to enter in upon Oregon's undeveloped empire, nor are his views shared by the man who really desires to benefit and develop the state. The man quoted was controlled by petty selfish localism, and it would be Oregon's sorrow if his kind were in the majority.

Unfortunately a mistaken impression, due to lack of information concerning the highway measures, has gained place in the minds of some of Oregon's people. The highway bills of the Oregon Good Roads Association were not framed for the construction of State roads. They put the entire power of road building into the hands of the people of each county. If all the measures were made law and became operative, no county would be under greater obligation to build roads than now. Nor is an excessive road tax contemplated. People in the cities, when they want to hard surface streets issue bonds providing a sinking fund and pay for the street out of the increased business and property values.

As much as anything else Oregon needs the advertising value of good roads. If the people now resident were not to be benefitted the value from the advertising across the nation would more than offset the cost of permanently constructing highway systems in every county.

If your child is pale and sickly, picks at the nose, starts in the sleep and grinds the teeth while sleeping, it is a sure sign of worms. A remedy for these parasites will be found in WHITE'S CREAM VERMIFUGE. It not only clears out the worms, but it restores health and cheerfulness. Price 25c per bottle. Sold by C. Y. Lowe.

San Francisco's Victory.

It is of great consequence to Oregon that San Francisco has won a victory in the house in the fight for designation as the site for the Panama exposition. It is extremely desirable to this state that a similar outcome may be reached in the senate.

It is fitness that San Francisco should be the scene for this celebration of the canal opening. It will be the formal entry of the Pacific coast into a closer touch with the world centers, and it is but natural that the celebration of the event should be on the coast.

Again, the far west is still comparatively new territory in the federal dominion, and it is more fitting that national effort should be directed to familiarization of the country and the world with its resources and its claims. A considerable redistribution of population will naturally result from the exposition and it is meet that there should be brought into prominence by it a region where increased population can be sustained. The south is older territory and can not do its part in maintaining the better balanced population that the exposition should bring about.

A further reason in favor of the western metropolis is that San Francisco asked no federal aid, while New Orleans demanded an appropriation of \$1,000,000. The self-reliance of the Pacific city is justification for its

recognition.

Oregon will realize a heavy share of benefits to come from a Panama exposition at San Francisco. The event will be epochal in world history. It will turn eyes as never before to the land of the setting sun. It will turn capital as never before to the slopes west of the Rockies. In the vast caravan of peoples that will journey to the exposition multiplied thousands will visit Oregon, will be delighted with its possibilities and return sooner or later to embrace its opportunities. Oregon is an ardent supporter of the claims of San Francisco as the site for the world demonstration over the canal opening. —Oregon Journal.

The Alaska Situation.

The opponents of federal conservation in this state are driven to shifts and inconsistencies in their advocacy of state conservation.

One day they memorialize congress to grant territorial government to Alaska on the alleged ground that it has ample population and great prosperity and wealth. The next they pray congress to open the coal of Alaska to private exploitation on the baseless allegation that the Roosevelt policy of conservation has retarded the development of our northern domain.

Both allegations can not be correct. If one is true the other is false. They do not hang together. If Alaska has ample population, its development has not been retarded. If conservation has retarded the development of wealth, Alaska does not enjoy great prosperity.

The allegations are aware of their stultifying inconsistency. The state senators who voted on Wednesday to surrender the people's and the nation's property in Alaska to monopolists had to cut out the preamble claiming that Alaska's development had been retarded by conservation and to run the steamroller over the opposition before they could railroad their memorial through the senate.

Their act is a slap in the face to Senator-elect Poindexter and the voters of Washington. He made the coal of Alaska an issue when seeking the senatorship from the people of this state and his position was overwhelmingly indorsed. The majority of the senate has flown in the face of public opinion. —Spokane Spokesman-Review.

It is nearly two years since E. H. Harriman passed on to a land where railroad problems are unknown, but his far reaching plans and policies are still being carried out and the high standards of construction and maintenance which he established still prevail. The executive committee of the Union Pacific and Southern Pacific has authorized the expenditure of approximately \$75,000,000 in double tracking the properties from the Missouri river to San Francisco and Portland. The expenditure of this vast sum of money, even if it is extended over a period of five years, will have considerable effect on the general economic situation all along the line. This will be the first beneficial effect which the public will notice from the money. The later and lasting effect will be in the improved service and faster time which the double tracking will make possible. The money for this immense work has been secured in Europe, and under existing laws was admitted duty free without exciting the ire of the standpatters. —Oregonian.

Notice of Hearing of Final Account of Administrator.

Notice is hereby given the final account and report of Nels Rasmussen, as administrator of the estate of Madison I. Swift, deceased, has been filed in the County Court of Coos County, Oregon, and that the 6th day of March 1911, at the hour of 10 o'clock a. m. thereof, has been duly appointed by the court for the hearing of objections to such final account and report and the settlement thereof, at which time any person interested in such estate may appear and file objections thereto in writing and contest the same.

Dated at Bandon, Coos County, Oregon, this 12th day of January, A. D., 1911.
NELS RASMUSSEN,
Administrator of the Estate of Madison I. Swift, deceased.

Coos County Directory.

Representative.....	Ed. Rackleff
Sheriff.....	W. W. Gage
Clerk.....	James Watson
Surveyor.....	A. N. Gould
Treasurer.....	T. M. Dimmick
Assessor.....	T. J. Thirt
Coroner.....	Dr. Golden
County Judge.....	John F. Hall
Commissioners.....	G. J. Armstrong, W. T. Dement

BANDON CITY DIRECTORY

Mayor.....	J. W. Mast
Recorder.....	F. B. Kautz
Treasurer.....	C. Y. Lowe
Municipal Judge.....	Geo. P. Topping
Attorney.....	F. J. Feeley
Councilmen.....	G. B. Oak, M. Breuer, P. C. Stevenson, H. Manciet, R. W. Boyle, R. W. Windsor.

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