

Bandon Recorder

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TUESDAY November 28, 1911

Electing U. S. Senators by Direct Vote a Grave Peril. Vast Majority of Legislators Bribe Proof

By Cardinal GIBBONS



THE election of senators by the votes of the people involves the destruction of a strong bulwark against dangerous popular encroachments.

The reason given for the contemplated change is that many of our state legislatures are charged with being venal and that it is easier to corrupt the legislature than the whole people. In reply I would say: If you cannot trust the members of the legislature, how can you trust their CONSTITUENTS from whom they spring?

If you cannot confide in our legislatures you cannot confide in human government nor in human nature itself. If a few of our legislatures have been found guilty of bribery it is MOST UNJUST to involve all the others in their condemnation. I have sufficient confidence in the moral integrity of our legislatures to be convinced that the great majority of them have never bent the knee to Mammon.

TO GIVE THE MASSES THE RIGHT OF ANNULING THE ACTS OF THE LEGISLATURE IS TO SUBSTITUTE MOB LAW FOR ESTABLISHED LAW.

To recall a judge because his decisions do not meet with popular approval is an insult to the dignity, the independence and the self respect of our judiciary. Far less menacing to the commonwealth is an occasional corrupt or incompetent judge than one who would be the HABITUAL SLAVE of a CAPRICIOUS MULTITUDE, who has always his ear to the ground trying to find out the verdict of the people.

A Committee from Coquille Reports as Follows:

To the Editor:

In the Myrtle Point Enterprise of the date Nov. 17th, 1911, appeared an article entitled "The Port of Coquille River" which we believe is based upon a misconception of the law and is likely to mislead the reader.

Let us say at once that you are correct in saying that the "people of the lower river are adverse to the organization of this port district" as proposed.

Soon after this port election was called the people along the lower river held a meeting in Fandon and one in Coquille for the purpose of discussing the situation and it was the unanimous opinion that the present move is a mistake; that the Port of Coquille River should embrace the whole territory along the river, and that the people who were responsible for calling this election were mistaken as to the results that would follow from the organization of a port in the manner and form proposed. Accordingly a committee was elected for the purpose of promoting general discussion of the whole subject, and for this communication that committee is responsible.

It is not our intention at this time to enter into an extended discussion of the advantages to be derived from the organization of a Port of Coquille River; but it may be said broadly that is the only way in which the river can be kept open. The United States government has announced that hereafter no aid will be given to localities that do not show by their own actions that they believe an improvement asked for is sufficiently meritorious to warrant the expenditure and then it will only co-operate with local authorities.

That our river should be kept

open, and, as fast as may be improved, goes without saying. This waterway is worth millions to the county, and we would be more than foolish not to try to make the most of it—but how best to go about it is the question you say in the article referred to that Myrtle Point does not want the whole river included in one district. We think it possible that you may be mistaken about that. You say "We can receive more benefits and have a smaller taxation by having a separate district for the upper river." We know you are mistaken about this. It is just possible that whoever fathered the move to organize a port beginning at the Douglas county line and ending to a point 3/4 of a mile above Johnson's Mill, intended that this port would do us nothing and so escape taxation entirely; but we assume that the persons signing the petition acted in good faith with the idea, as suggested by you in the article referred to, that the desired result would be secured in that way with the minimum expense.

But this is exactly where the signers of that petition were mistaken. Under the law there can be but one port on the Coquille river. When a port is organized it must take care of the whole river from the highest point of navigation to the sea. There is absolutely no doubt about this.

The law says the port—any port organized under the port law—shall have control of the river "to its mouth." Now, the mouth of the Coquille river is located some distance below "Johnson's Mill."

If this port is organized as proposed and the port commissioners should fail to levy a sufficient tax to keep the whole river in good condition, any person interested could apply to the Circuit Court and the Court would, by writ of mandamus, compel the commissioners to levy such tax. That is the law.

Any port organized on the Co-

quille river must take care of the whole river, but it can levy a tax only on property located within the boundaries of the port district.

The question to be voted upon on the 9th of December by the people of Myrtle Point and vicinity is this: Shall the people above "Johnson's Mill" tax themselves to keep the Coquille river open for navigation all the way to the Pacific ocean?

Why not distribute the taxes over the whole river district by organizing a port including the whole district.

The tax would be very light if distributed over the whole district, but much heavier if all levied in the smaller district.

Some of the people on "the lower river" have suggested that we let Myrtle Point go ahead and organize this port and see to it that the port commissioners obey the law and keep the whole river in good order; but this idea does not appeal to the majority. In the first place, we are all alike interested and ought to work together for mutual interest and a larger port, dividing the expense in an equitable manner. In the next place, such a course would probably entail litigation, and they think the money would be better expended in improving the river.

THE COMMITTEE.

That Port of Coquille River.

The people of the upper Coquille river are going to vote on a port commission December 19th, and as a proposition of open graft and selfishness it beats anything we have heard of in a long time. Their proposition covers about two thirds of the watershed of the Coquille river and they propose to keep up about one-fourth of the river and that too, a part that needs but very little money expended on it, for it could never be made more than a small stream for little river boats at best, and without the keeping up of the lower river where the real commerce is carried on, the proposed port would be of no use to anyone, not even to the people who live within its bounds. The whole proposition is evidently the work of the large timber holders, or better yet, the land hog who are trying to get out of paying their share of the taxes, and they have caught a few suckers in the proposed district who signed the petition to call the election for such port.

It, however, appears to those up a tree that should such a port commission be organized it can be compelled to take care of the river clear to the sea, the perpetrator's denial of this fact, notwithstanding. This fact is made evident from the section pertaining to the powers and duties of the proposed port which says

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 or rivers, and to make, establish, change, modify or abolish such rules and regulations for the use of 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 or 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."

If the upper river port should be organized it would have control over the river to the sea, even though another port should be organized on the lower river, the latter port would be powerless to do anything, unless the upper port would concur, and if the upper port assumes the power it must also assume the responsibility, therefore, in the end such port must take care of the whole river, consequently it would be to the interest of everybody on the river to defeat the proposed

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Manufacturers and others who may wish to establish something in the city of a nature that will help its growth are constantly writing to the Industrial Commission asking for information. These are answered by letter setting forth what Richmond has to offer, and similar letters are being sent to factories in this state and elsewhere, whether they inquire or not. There has been no book that does Richmond justice and that will put the advantages of the city strongly by written matter and by pictures before those who may wish to be informed about it.

This book will soon be in the press. It will have sixty-four pages and will be printed on fine paper. It will be filled with half-tone pictures putting the story of Richmond and its prospects before the eyes of anyone that opens that publication. Richmond has enough industries and other features that mean advancement to make a striking appeal to any person.

There will be 20,000 of the books. Besides this 20,000 folders have already been printed and are being distributed. They have illustrations of the Standard Oil Works and the Pullman shop and some succinct matter about what Richmond has to offer the manufacturer and others wishing to invest.

In addition a page Richmond advertisement is appearing each month in Sunset and that magazine will give a four-page write up to the city with illustrations. Richmond will also have representation in the Southern Pacific lecture bureau.

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In the Brown-Andrade tracts you pay no interest on deferred payments and complete street improvements are put in free. In every other Richmond tract now being sold in Coos County the purchaser pays 8 per cent interest after two years and is liable to be assessed for a portion of the street work at any time. See that your contract reads in Herbert F. Brown's Andrade tracts, otherwise your lots will cost the original contract price with 8 per cent interest and the street improvements added. C. H. Wilcox, agent, office over Bank of Bandon. P. O. box 67.

Notice for Publication

Department of the Interior,
U. S. Land Office, at Roseburg, Oregon.
October 4th, 1911
Notice is hereby given that George D. Dross, of Bandon, Oregon, who, on March 15, 1906, made Homestead entry Serial No. 03925 for Lot 2 Sec. 11, and E 1-2 NE 1-4 NW 1-4 NE 1-4, Section 10, Township 30 S, Range 14 W West Willamette Meridian, has filed notice of intention to make final five year proof, to establish claim to the land above described, before Edgar A. Dodge, United States Commissioner, at Myrtle Point, Oregon, on the 27th day of November, 1911.

Claimant names as witnesses: John N. Luke, Henry B. Tucker, T. H. Shaw and Levi Goff, all of Bandon, Oregon.
BENJAMIN F. Jones, Register
11-21

port now to be voted on, and at once to call an election and incorporate the larger port covering the entire river.

For Sale.

Registered Berkshire Hogs. They are A1 in every respect. N. M. Davison, Bandon, Phone 17. 88-1f

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Large hall fire proof safe. Terms if you desire. Call and see it at A. McNair's hardware store and ask him for particulars. 82-1f

Coos County Directory.

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

BANDON CITY DIRECTORY

Mayor.....J. W. Mast
Recorder.....F. B. Kausel
Treasurer.....C. Y. Lowe
Municipal Judge.....Geo. P. Topping
Attorney.....F. J. Feecey
Councilmen.....M. Breuer, R. W. Boyle, H. Manciet, Wm. McKay, C. E. Bowman, H. Brown.

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Lodge and Professional Directory

Lodges are requested to notify this office on election of officers and on change of meeting night. Cards under this head are 75c per inch per month.

Lewah Tribe No. 48, Imp. O. R. M.
MEETS First and Third Tuesdays of each month at 8th run at the Bandon Wigwam. Sojourning Chiefs in good standing are cordially invited to attend.
A. J. Hartman, J. C. Shields, C. of R. Sachem.

W. O. W.

Keep the logs rolling boys!
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W. E. Craine, W. M.
Phil Pearson, Secretary

Eastern Star

OCCIDENTAL CHAPTER, No. 45, O. E. S., meets Saturday evening before and after stated communication of Masonic Lodge. Visiting members cordially invited to attend.
Anna L. Craine, W. M.
Merta Mehl, Secretary.

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