



Owned and published by
FELSHEIM & HOWE

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Jan. H. Howe, Manager

Entered as second-class matter at the
post office at Bandon, Oregon, January
2d, 1913, under Act of March 3, 1879.

Official paper of the City of Ban-
don, Oregon.
Official Coos county paper for of-
ficers' reports.

Subscription Rates: \$1.50 per Year
Six Months, 75c; Three Months 40c.

Telephone 901

WHAT ANSWER SHALL WE GIVE PORTLAND?

Do the people of the Coquille Valley want permanent, through steamer service between this river and Portland, and, if so, are they willing to take up for consideration the proposition put up to them by the business men of Portland here last Friday?

This question is now paramount and should be entertained in all the communities of the Valley.

For years there has been a cry in this section for better steamer service to the north—a means of assuring reliable and quick delivery of Oregon goods in the local port, and at the same time a means of transporting to the Oregon metropolis our coal, and other products for which a market awaits it there. Many attempts have been made in the past on this end of the line, but co-operation from Portland has always been lacking, consequently all previous efforts were more or less failures.

Now that the leading business men of the north have been here and have seen and learned for themselves just how important an adjunct this community would be to Portland from a standpoint of commerce, if adequate steamer service were provided, they offer to put up two dollars for every one put up here, for the construction of a vessel, and offer to have that vessel built in the Bandon shipyard. They intimated further that they might be able to put up even more than two-thirds, and will gladly entertain any response we might make.

In the contest for the trade of this territory which is now being waged between Portland and San Francisco, Bandon is placed in somewhat of an embarrassing, yet advantageous position. While the business men here realize that they are citizens of Oregon and wish to be loyal to their state in every way possible, they at the same time bear in mind the fact that San Francisco shipping interests and California capital have practically made this town and community what it is today. They realize that it is more than a mere debt of gratitude they owe the Californians and whatever the future may develop in other directions, would have it thoroughly understood that the past is not forgotten.

At the same time if this territory is to realize the benefits of all its resources; if it is to grow in proportion to its possibilities of production, we cannot afford to overlook a single opportunity that might help us to expand. This also is uppermost in the minds of local people, and there is a sentiment in favor of giving the Portland offer immediate consideration and informing them what we can and care to do about it.

At the present time there is much merchandise being shipped from Portland to the Coquille Valley. It comes via small gas boats and via the railroad. The former, except for a short period during the summer months have been more or less unreliable because they made all the small intermediate ports. While they have taken some coal to Portland, their exports in that line have been small compared to what is possible. The railroad is not yet wholly accessible to the lower Coquille Valley and the freight rates are higher on bulky and weighty articles than the rates by water.

In view of these circumstances it is believed that a new steamer of average local size, which could take all the freight now coming from Portland by water, giving direct and reliable service, and return with large cargoes of coal and other products, would not only be a paying proposition from the start but would likewise be the incentive to increased development of local resources. It would place this valley in a more advantageous position for local buyers, and otherwise be of value to us.

Regarding the Portland proposition to put up one third of the money for a boat there appears to be a division of sentiment. Some feel an effort to raise such sum should be made, while others believe that it would be impossible to put up any money here under present conditions and that the Portland interests should provide a boat, the same as the San Francisco interests have done in the past and are doing at the present time.

At any rate there should be a large attendance at the meeting in the City Hall Friday night of this week, at which time it will be decided what answer is to be given the Portland men.

OUR PRESENT "PROSPERITY"

The Democratic party now professes to be confident that this temporary prosperity of misfortune is due solely to its wonderful achievements. The rest of the world knows it is entirely due to accident.

The war in Europe has compelled our competitors to become our best customers. It has compelled them to buy from us. It has compelled them to stop selling to us. The price of their existence has compelled them to do this. Our trade has increased but little with any nation not at war. It has decreased with most of them. Our export trade has increased enormously, but all that increase is measured exactly by the increased sales caused by the war.

We have been selling products to Europe made necessary on account of the war to the amount of \$300,000,000 a month—\$3,600,000,000 a year. Every forty days an amount sufficient to construct the Panama Canal. No such financial fortune ever before came to any nation of earth. It is brought by the accident and horrors of war. This is the basis—and the only basis—for all our prosperity, such as it is today. And this prosperity today exists not because of the action of the Democratic administration but in spite of all its blunders.

For the first time in the world's history we have heard the argument advanced that for us to be at peace and sell to our competitors vastly more than we ever sold them before, at higher prices than ever before, is a great industrial calamity to this country that only the genius of a Democratic administration could overcome.

Before this war in Europe broke out we had experienced nine months of the present free-trade tariff law and during that time there was a greater falling off of revenues, there were more business failures, more mills and factories closed, more men were thrown out of employment, more beggars and paupers were made, more idleness and want brought upon us, more demands were made upon charity to care for the cold and hungry than during any other nine months in our nation's history, not excepting the days of starvation and rags under Grover Cleveland. The war in Europe has been a calamity to the race beyond human conception, but it has been the industrial salvation of this country. Our prosperity is entirely created by that indescribable tragedy. But for the war this nation would today be suffering industrially beyond imagination and description. We would be in the midst of panic and poverty that would make the days of '93 and '97 look like greatest prosperity by comparison.

SCARCITY OF BOATS

The lack of transportation has affected conditions in Bandon and vicinity the past summer to a greater degree than is realized by most people. The possibility, therefore, of securing several new steamers to ply between here and California ports is of vital interest.

The Moore mill has been unable to operate continually, losing much time because its docks have been congested nearly every week. The tie and pole business lagged for a month or six weeks in the best part of the hauling season, and the matchwood business has been practically paralyzed.

In the matchwood business alone, M. F. Shoemaker, the local shipper, states the community lost between ten and twelve thousand dollars. He had orders for 1999 cords, but has been unable to ship but very small consignments, one of the largest of which was 40 cords taken south by the Acme, Saturday. The Metropolitan Match Company of California gets its entire supply of wood from this port and Port Orford, using white cedar exclusively, and it too has been handicapped. Mr. Shoemaker says he is now negotiating with the Southern Pacific to haul matchwood direct from Coquille to its destination, and if proper rates can be arranged the local product will be taken to Coquille on scows and there loaded onto cars.

The Coquille River needs boats and needs them badly. Mr. Moore is confident that two vessels will be built for this river at once, which together with the Bandon, if she is floated again, will probably relieve the situation, and again give us a chance to bring our commerce back to normal.

DON'T SACRIFICE PRINCIPLES

The election is near; it is time to make up your mind how to vote. Western World believes in the principles of Republicanism and advocates the support of all Republican candidates as far as possible. This is especially true of national candidates, where party principles are vital. With county offices it is not so important. Whatever your politics, vote for your party candidates all the way down the line, unless you cannot conscientiously support any particular candidate especially if for a local office. In this case vote for the man, regardless of the ticket he is running on. But don't hedge when it comes to national affairs. Personally you may like the candidate on some other ticket better, but you cannot afford to sacrifice policies and principles for personalities.

HAWLEY IS OUR FRIEND

Congressman Hawley has done more for the Coquille River harbor than any man in Washington. He is our friend. Every year since his

election he has made a personal visit to the towns of the Coquille Valley and has investigated conditions for himself, so that he could understand our situation, and be of real service when harbor appropriations were up for consideration. He is taking a personal interest in our affairs. Among other things he has set his mind on the job of securing sufficient federal aid for harbor and river improvements so that ocean going vessels will be able to dock at Coquille. He is also determined to get the money for the City of Bandon on the Coast Guard Station street improvement. We should demonstrate our appreciation of his efforts by giving him hearty support on November 7th.

Villa is reported to have said that he feels no bitterness towards the United States. But that isn't likely to cause an American stampede for Mexico.

SAID OF READING.

In science read by preference the newest works; in literature the oldest. The classic literature is always modern.—Bulwer-Lytton.

What a wonderful, what an almost magical boon, a writer of great genius confers upon us when we read him intelligently. As he proceeds from point to point in his argument or narrative we seem to be taken up by him and carried from hilltop to hilltop, where, through an atmosphere of life, we survey a glorious region of thought, looking freely, far and wide, above and below, and gazing in admiration upon all the beauty and grandeur of the scene.—Mann.

NYDIA'S LOVE SONG.

The wind and the beam loved the rose,
And the rose loved one.
For who recks the wind where it blows,
Or loves not the sun?

None knew where the bumble wind stole,
Poor sport of the skies.
None dreamt that the wind had a soul
In its mournful sighs.

Oh, happy beam! How canst thou prove
That bright love of thine?
In thy light is the proof of thy love,
Thou hast but—to shine.

How its love can the wind reveal?
Unwelcome its sigh:
Mute—mute to its rose let it steal—
Its proof is—to die.
—Edward Bulwer-Lytton.

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