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Horses vs. Automobiles.

An editorial in the Spokesman-Review of Spokane, Wash., says: "Any man who thinks that King Automobile is crowding King Horse out of the face of the earth had better study the sales of livestock. Pullman horses have just sold at an average of \$136 apiece, prices ranging from \$21 to \$256, a demonstration that good horses are in demand still, even at high prices, and that the supply does not equal the demand. It is a singular coincidence that the day of the sale at Pullman also saw a Vollmer farmer deliver the most valuable load of produce ever marketed there. He brought 7143 pounds of timothy seed and a Seattle firm bought it for 7c a pound, which netted the grower \$70 an acre. Such success with live stock and with grasses are at least as valuable as those with wheat and fruits, and perhaps deserve greater commendation."

For Better Roads.

The State Good Roads Association is very anxious to have the people of Oregon thoroughly understand petition No. 354 on the ballot which reads: "No county shall create any debts or liabilities which shall singly or in the aggregate exceed the sum of \$5,000; except to suppress insurrection or repel invasion or to build permanent road within the county; but debts for permanent roads shall be incurred only on approval of a majority of those voting on the question."

Those who are interested in good roads are working for the amendment permitting the bonding of the county for road work, and say the passing of petition No. 354, which gives that privilege, will be one of the biggest steps toward permanent road improvement that has been taken in a long time.

Oregon certainly needs better roads, and this fact is particularly true of Coos county, and any method by which the work of building better roads could be accomplished, should certainly be taken up.

What Other Ports Are Doing.

Tillamook and Bay City have taken effective steps to secure the improvement of their harbors. The port commissions of these two cities will cooperate with the national government in the work and will add to the fund provided for the purpose in the rivers and harbor appropriation. It is estimated that the work of improvement will cost about \$2,000,000. Tillamook and Bay City have pledged \$650,000 of this amount. The preliminary examination of the Tillamook waterways has just been made by Major Jay J. Morrow, the government engineer in charge of this district, and work on the improvement will begin as soon as feasible.

This goes to show what can be accomplished by people in a seaport town if they only take it into their heads to do something. Here on Coquille river we are sitting down

and doing nothing to help ourselves, while other ports are spending money in a legitimate way and great results are coming from it. We have the possibilities of one of the best harbors on the Pacific coast if we get busy and do something, but if we sit idly by and do nothing while all other ports are going ahead, it will not be long until we will be one of the smallest ports instead of one of the best.

Examination for Assistant Forest Rangers.

The Civil Service Commission will hold an examination for Assistant Forest Rangers on October 24-25, 1910. The U. S. Department of Agriculture estimates that 400 diggers will be needed during the field season of 1911. Assistant Forest Rangers are paid an entrance salary of \$1,100 per annum.

The examination will be held at National Forest headquarters in Alaska, Arizona, California, Colorado, Florida, Idaho, Kansas, Michigan, Minnesota, Montana, Nebraska, New Mexico, Nevada, Oregon, South Dakota, Washington and Wyoming. No examinations will be held in Arkansas, Oklahoma and Utah, except Kanab, Utah, the headquarters of the Kaibab National Forest. Since all of the Kaibab Forest is in Arizona, residents of Arizona will under the law, have preference in appointments for this forest.

Forest Rangers must be, when practicable, citizens of the State or Territory in which the National Forest on which they are to be appointed is situated. In the states in which no examinations are to be held, there is a sufficient list of eligibles to make the holding of another examination unnecessary.

The requirements and duties of Forest Rangers are thus described in "The Use Book," which contains the regulations and instructions for the use of the National Forests: "A ranger of any grade must be thoroughly sound and able bodied, capable of enduring hardships and performing severe labor under trying conditions. He must be able to take care of himself and his horses in regions remote from settlement and supplies. He must be able to build trails and cabins, ride, pack, and deal tactfully with all classes of people. He must know something of land surveying, estimating and scaling timber, logging, land laws, mining and the live stock business.

"On some forests the ranger must be a specialist in one or more of these lines of work. Thorough familiarity with the region in which he seeks employment, including its geography and its forest and industrial conditions, is usually demanded, although lack of this may be supplied by experience in similar regions.

"The examination of applicants is along the practical lines indicated above, and actual demonstration by performance, is required. Individuals seeking light out of door employment need not apply. Experience, not education, is sought, although ability to make simple maps and write intelligent reports upon ordinary forest business is essential.

"For duty in some parts of Arizona and New Mexico the ranger must know enough Spanish to conduct forest business with Mexicans.

"Where saddle horses or pack horses are necessary in the performance of their duty, rangers are required to own and maintain them. The forest service furnishes no personal or horse equipment.

"Rangers execute the work of the

national forests under the direction of supervisors. Their duties include patrol to prevent fire, trespass, estimating, surveying and marking timber, the supervision of cutting, and similar work. They issue minor permits, build cabins and trails, oversee grazing business, investigate claims, report on applications and report upon the arrest for violation of forest laws and regulations.

The examination will consist of questions regarding the use of the forest, supplemented by a field test to show the applicant's fitness to do the actual work of a ranger. Education and experience will be rated on the answers to the questions on these subjects in the application form and on the applicant's use of English in the written test. Horses for tests in riding and packing will be provided by the forest service.

Details regarding the examination including the names of the places at which it will be held, will be sent to anyone applying to the United States Civil Service Commission, Washington, D. C.

Dredge Oregon to Coos Bay.

The Coos Bay Times says: "The dredge Oregon will leave Grays Harbor, October 10th, for Coos Bay, according to information given at the engineer's office in Portland," remarked Colonel William Grimes, who returned from Portland, where he has been a couple of weeks on business and pleasure. "It seems that they have decided that they can overhaul the Oregon and put her in seaworthy condition at Grays Harbor," said Mr. Grimes, "and this will save considerable time. They are anxious to get her here to begin work and also to avoid the stormy fall weather."

Advance in Freight Rates Suspended.

Washington, D. C., Oct. 4.—The advances of transcontinental freight charges, varying from five to ten cents a hundred pounds, from points of eastern origin to Pacific coast points, were suspended today by the interstate commerce commission until February 6, 1911, pending an inquiry by the commission into their reasonableness. The order of suspension affects several hundred interstate carriers east of the Rocky Mountains. Tariffs filed with the commission were to have become effective October 10th. They apply to all commodity and class freight on the westbound shipments to the Pacific coast, including lumber and furniture.

Teachers' and Patrons' Meeting.

A most cordial invitation is extended to all parents of school children and others interested in the work of the schools to be present at a Teachers' and Patrons' Meeting to be held in the High School Auditorium this evening at 7:30. An interesting program is being prepared, and the question of forming a permanent organization among teachers and parents for the mutual consideration of school and educational topics will be presented.

Such organizations are carried on in many communities, and when wisely conducted are very helpful to the schools. All parents are urged to interest themselves in this matter.

The Forest Service plans the seeding of between 5000 and 6000 acres of burned-over lands at a cost of approximately \$26,000. About 700 acres, situated at the Bull Run watershed, the source of Portland's water supply, will be reforested in this way. The largest amount of planting will be done in the Mt. Hebo district, south of Tillamook, which was burned over in 1847 and never reforested. On most of this area Eastern hardwoods will be planted.

The RECORDER for Job Work.

A FAIR PROPOSITION.

Proposed Nesmith County Merits Support of Voters

The people of Southern Lane and Northern Douglas Counties, numbering more than eight thousand souls, feeling that they are qualified to economically administer their own affairs from a governmental standpoint, have initiated a bill for the creation of a new county to be known as Nesmith, in honor of James Willis Nesmith, a pioneer whose name shines in the firmament of illustrious Oregonians. The proposed county would contain 1,940 square miles, of which 1,472 would come from Lane and 468 from Douglas, leaving the former 2,908 square miles and the latter 4,393 square miles, a sufficient area from which to still form several counties the size of Multnomah, Hood River, Columbia and Washington. The total assessed valuation of Nesmith county would be \$5,309,575, leaving Lane \$18,000,000 and Douglas over \$27,000,000. The country within the proposed new county is capable of maintaining an organization that would, we believe, be to the best interests of the people embraced within the territory, and at the same time not deprive any other affected of their rights, nor increase their burdens, nor work them any injury whatsoever.

Owing to the large area of the two old counties affected many residents are put to great delay, inconvenience and expense in transacting business at the county seats. To compel residents to travel from 20 to 60 miles over bad roads in order to pay their taxes, serve on juries, or as witnesses, is to inflict a hardship upon them; yet

division.

The boundary lines of Nesmith have been drawn in strict adherence to the topography of the country, its natural watersheds having been considered in every particular. The people of the new county have no desire to do anything that would result detrimentally to either of the old counties.

Jointly Lane and Douglas have 5,800,000 acres, or more than the entire Willamette Valley, and of this vast area, only a million and a quarter are asked by the new county.

The people within the territory of the proposed Nesmith county are presenting their case to the voters of the state without the slightest misrepresentation, pinning their faith in the voters to support their contention that local self government is the ideal form of government; that the nearer home government is cheaper; that laws are more effectively enforced; that greater development of country is possible; that better highways are attainable; that its citizens are inconvenienced by nearness to the seat of government; that taxation and representation should go hand in hand, and that by the creation of Nesmith county the efforts of a large and progressive community would be rendered more effective in increasing population, developing the resources and enhancing the greatness of Oregon.

(Paid advertisement.)

A remarkable telescope that enables men stationed at Fort Stevens to detect the approach of an enemy while they are still more than 22 miles off shore, has just been stalled there. By its aid the range of the approaching fleet can be obtained, and the mechanism is so adjusted that it overcomes the effects of the curvature of the earth on an ordinary telescope.

State Lines.

The longest way across the state of Texas equals the distance from Chicago to the gulf of Mexico or to the Atlantic ocean. Texas is less than half as large as Alaska.

Ostrich farming, about 5,000 birds, has become a profitable industry in Arizona, particularly adjacent to the city of Phoenix, the capital to be of the state till at least 1925.

New Mexico will be the fourth state of the Union in area, larger than any other except Texas, California and Montana. Its area of 122,580 square miles makes it more than double the size of Illinois, which has an area of 56,650 square miles.

Air Flights.

Talk about exciting life! Think of being postal clerk on an airship mail express.—Harrisburg Telegraph.

French aviators tell us air flights will soon be as safe as train travel. Better make it a little safer.—Omaha Bee.

The railroads will have to sit up and take notice when the airships begin bidding for the mail carrying contracts.—St. Paul Pioneer Press.

The interstate commerce commission may as well brace itself for the problems the airship will bring up in the near future.—Washington Star.

Political Quips.

The presidential campaign of 1912 is yet young, but it is already extremely active.—Florida Times-Union.

Some of the fences the politicians are trying to mend this summer are found to be made of live wire.—Houston Chronicle.

The presidential booms are still playing one night stand engagements, and it is impossible to decide which will presently settle down for long runs.—St. Louis Times.

High Prices.

One of these days an aviator will establish a world's record by soaring six inches higher than the cost of living.—Cleveland Leader.

There is only one thing lacking to make the summer of 1910 a lifelong memory, and that is an ice famine.—Milwaukee (Wis.) Sentinel.

While the high cost of living is not receiving much public attention just at present, the man who pays the bills has not forgotten it.—St. Louis Post-Dispatch.

Great Combination Offer

THE RECORDER management has made arrangements with the San Francisco Bulletin whereby we can give subscribers the advantage of a gigantic combination offer that will furnish them all the news of the country in a metropolitan daily and all the news of Bandon and vicinity in the Recorder at marvelous low price

The Daily San Francisco Bulletin,	\$3.00 per year
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