

POETS AFTER HOUSE FLY

WALT MASON GIVES UP BUT DR. HODGE OF STATE UNIVERSITY COMES TO HIS RESCUE WITH FLY TRAPS.

Eugene, Or.—A poetic duel between Walt Mason, the sweet singer of the grapevine circuit, and Dr. Clifton F. Hodge, the anti-fly crusader who fills the chair of social biology at the University of Oregon, was revealed when Hodge called upon the parcel post to convey a shipment of fly traps and "catch the last one" fly nets to the home of the versifier.

One of the minor tragedies of life is exemplified by the fact that Hodge, who is devoting his life to a scientific war upon insect and rodent pests, and who believes that "swatting" is a feeble and ineffective method of extermination that ought to be replaced by scientific methods, is known from ocean to ocean and across the seas as far as Hong Kong and Johannesburg, South Africa, as "Swat-the-Fly" Hodge.

"Alas," sings Mason, in one of his most recent ecstasies, which must not be fully quoted because of a beneficent copyright law, "I am weary of swatting, the effect seems useless and stale; for weeks I've been painfully trotting around after flies, on their trail. They give me all kinds of diseases, by carrying germs to and fro; I pause here for seventeen sneezes, I've got the pneumonia I know. I've thrown all my weapons away; I'm weary of tirelessly putting the germ bearers, day after day." Then Walt closes with a complaint against his neighbor who won't help.

Hodge now drops into Mason's familiar medium, the verse that looks like prose, and swings along with a punch in every line. He wrote to the poet:

"So, poor old Walt, you are tired swatting the flies away from your nose, and your filthy swatters are fired, and you've decided to turn up your toes! Now, Walt, just listen to reason, and don't be so anxious to die. If you'd only tried trapping in season, by now you'd have nary a fly. So don't sag down and lose gizzard. I'm sending you fly traps pell-mell. You can doze and dream of a blizzard, while the raps catch the flies to beat hell. You've been a brave man and a daisy; you haven't known how is the cause. Like your indolent neighbors, be lazy—let the pests catch themselves in the gauze. I'm sending you nets just for fun, to sweep up the stragglers with ease. With them you can get the last one—and then write one more fly story, please."

Fly campaigns are on in nineteen cities in Oregon this summer. The University is sending anti-fly literature, telling how to dispose of the pests, and model nets and traps, free of cost wherever they are wanted. Home-made traps are the most efficient Dr. Hodge declares, provided they are made right. Commercial traps do not have big enough bait boxes and have other defects. He maintains that a farm or neighborhood can be made absolutely flyless with a minimum of trouble, and cites many examples, his own far among them, where it has been done with great increase of comfort for the people and better health and greater productivity on the part of milk cows and farm animals.

WILL LIPTON CARRY OFF THE CUP THIS TIME?

New York.—Sir Thomas Lipton, who already has tried three times to "fill" the America's cup, has challenged again and will race an American defender off Sandy Hook in September of this year. The first three racing days already are set by the New York Yacht Club's racing committee for the 10th, 12th and 15th of that month.

The America's cup, valued at one hundred guineas, was originally put up by the Royal Yacht Squadron in 1851 as a prize to be competed for by yachts of all nations in a race around the Isle of Wight. At the time it was hardly anticipated that any but British yachts would participate, but it so happened that Commodore J. C. Stevens of the New York Yacht Club and four of his friends had a 170 ton schooner, which they believed could get around the Isle of Wight faster than anything else afloat. She had been taken over to Havre "looking for trouble," and was the first yacht to cross the Atlantic in either direction.

Thus it was that the America was entered in the race for the hundred guinea cup, and won in 8 hours 37 minutes, her nearest opponent crossing the line eighteen minutes later. The prize ever since has been called the America's cup.

In 1857 it was presented by the five owners of the America—Commodore Stevens, Hamilton Weeks, Geo. L. Schuyler, James Hamilton and J. B. Finlay—to the New York Yacht Club, to be held against all challengers as an international trophy.

The rules under which the yachts race for the America's cup are subject to constant revision as to detail, but in the main are that the visiting yacht must be built in the country that challenges and must proceed to her destination under her own sail and on her own bottom; the race must be sailed in the waters of the country holding the cup. The competition is open to any foreign chartered yacht club having for its annual regatta an ocean water course on the sea or on an arm of the sea or one which combines both. Competing yachts must measure not less than eighty nor more than 115 feet. Ten months' notice must be given by the challenger and no race must be sailed between November 1st and May 1st.

At present one guess is as good as another as to whether the Defender, the Vanitie, or the Resolute will race against Lipton's latest racing creation.

Lipton's newest hope, the Shamrock IV, started across the Atlantic July 20th. In design Sir Thomas' craft differs markedly from all previous cup challengers, nor does she bear a close resemblance to any American boat. Designer Nicholson boldly carried out his own ideas, with the result that Shamrock IV is certainly original, if somewhat freakish. Let us hope she does not carry her originality so far as to win back the cup, for your Uncle Samuel is having a decidedly bad year with his trophy collection.

Not until 1870 did England attempt to win back the cup she lost in 1851. Then the Cambria came over in that year and finished eighth among twenty-three competitors. In the following year another attempt was made by the Livonia, which was defeated in four out of five races. Since then the British have tried unsuccessfully in 1885, 1886, 1887, 1893, 1895, 1899, 1901 and 1903. Canadian challengers made attempts in 1876 and 1881.

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THE MILITANT SUFFRAGETTE

COMEDY DRAMA PORTRAYING THE SUFFRAGETTE MOVEMENT IN ENGLAND COMING TO THE GRAND THEATRE.

"The Militant Suffragette," produced by the Pathe company, is a comedy drama based on the present suffragette movement in England. How the suffragettes go on the war path and smash windows and attack royalty is vividly shown in this picture. The story runs as follows:

"The indifferent reception by her mother who is a zealous worker in the suffragette cause, drives Nellie, just returned from a long absence at a boarding school, and her father, to her sister's home. While enjoying the pleasures of life in the country, the young girl is attracted by a passing horseman, who later proves to be Lord Ascue, a member of Parliament. All efforts to meet him are thwarted by her companions to whom the stranger is known. She even goes so far as to invent ways of meeting him which fail until the news is brought her of a chance of being introduced at a forthcoming garden party. In the meantime one of the girls companions, having gained her father's permission to lay siege to her heart, takes advantage of Ascue's inability to attend the party to plead his cause, but without success. The down cast lover confides his failure to the girl's father, whose interference in the case provokes her to return to her mother. The discontent of her daughter offers the mother the opportunity to attract her to the suffragette movement and the girl immediately becomes a zealous worker. Her arrest follows shortly after for her activities in a crusade but a hunger strike wins her freedom. In the meantime Lord Ascue having neglected his fiancée, is threatened by her with breach of promise suit with his love letters as evidence. The suffragettes hear he is preparing an anti-suffragette bill which he intends to bring before parliament and plan a sweeping campaign. The Lord's fiancée gives the women valuable ammunition against him in the form of love letters and Nellie grasps the opportunity, not knowing the man she plans to strike is the stranger she loves. The young suffragette goes forth to subdue the enemy of the women's cause, armed with the love letters and a bomb which she places in the statesman's study set to explode at midnight; but her mission fails. The identity of the man now known to her, Nellie immediately plans to undo her rash act and save her lover. A note is addressed to Lord Ascue warning him of his danger but his answer relieves the girl by leading her to believe he will be out of danger through his absence from home when the bomb goes off. She learns later from a newspaper, however, that the meeting he has to attend is to be in his own house and vainly tries to warn him of impending danger. Through the help of one of his colleagues, Nellie finally succeeds in having Ascue leave his study to see her just as the bomb explodes. To allay the suspicion of his friends the girl is announced as the Lord's fiancée and a little later their mutual love for each other is proclaimed. The statesman has the support of parliament in his fight against "Votes for Women" but the girl has sacrificed her cause for a victory by the heart."

At the Grand theatre, Sunday, August 2. Admission 15c and 10c.

PUSHING FOR RIVERS AND HARBORS BILL

That the Rivers and Harbors Bill is being held up in the United States Senate is the source of considerable alarm along the coast and it will be a great blow to this coast should it be defeated.

This bill carries with it an appropriation of \$90,000 for the Coquille river and should be defeated will mean a hard blow to us locally. It is therefore time that something be done to urge the United States Senators to immediate action.

The following dispatch from Astoria shows what is being done in that city.

Astoria, Ore., July 30.—The citizens of Astoria held a mass meeting under the auspices of the Port of Columbia Commercial Club, and unanimously passed the following resolutions, which were immediately telegraphed to the northwestern senators at Washington:

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Resolved, that we, the members of the Port of Columbia Commercial Club and citizens of Astoria, insist on the immediate passage by the Senate of the United States of the Rivers and Harbors bill now pending, and hereby request the United States Senators from Oregon and their colleagues of Washington, Idaho, Montana, California, and Nevada to bend every effort to this end. Improvements of vital importance to the Pacific coast ports and inland waterways depend upon the speedy availability of the appropriations embraced in this bill.

Resolved, that we have implicit confidence in the recommendations of the United States engineers who have given favorable reports on the various projects embraced in the pending bill, and that we go on record as favoring liberal expenditures of public money to provide water transportation for interior communities.

Resolved, that we believe there is no "pork" in the appropriation items relating to Pacific coast projects, and that so far as other projects are concerned, we accept the judgement of the United States engineers, meanwhile calling the attention of the United States Senate to the fact that the river Clyde from Glasgow to the sea was once a shallow unimportant stream and possibly its improvement might once have been classed as "pork." It now floats millions of annual commerce.

Resolved, that we remind our senators that the Port of Astoria is expending approximately one million dollars for the construction of the greatest municipal docks on the Pacific coast; that the Hill system of railways is building ocean docks and terminals here which will cost several millions, and that the citizens of a tributary region of 300,000 square miles in area are vitally concerned in the appropriation which shall open the Columbia river to free and uninterrupted navigation from its mouth to the interior. Also that the organization of steamboat lines to navigate said river and its tributaries depends upon the early completion of the Celilo canal, and appropriation for which is included in said bill.

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