

OVERWORK BLIGHTS.

An Indorsement of the Shorter Day For Workers.

OVERTIME IN A NEW LIGHT.

Exhaustion a Menace to the Welfare of Mankind—Impairs Society Physically, Morally and Economically—A Drawback to Industry.

Under the caption, "Overtime In a New Light," the New York Times recently printed an editorial on the effects of overwork. As will be seen, it is an indorsement for the position of the unions on the eight hour day and opposition to overtime. We have maintained that he works best whose labor is confined to a reasonable number of hours, that number of hours scientifically sufficient for the work there is to do, says the Typographical Journal. In our own struggle for the shorter workday we contended that an eight hour period of toll measured up to the requirements of the industry, and this claim has been substantiated by the experiences of the union offices during the past year. Our members have done better and more conscientious work and have brought a higher degree of intelligence to the execution of the tasks assigned to them and have also benefited morally, physically and mentally. But it was the Times editorial that we intended to make much of, so here it is:

Not long anywhere and hardly at all in this country has overwork received other than sentimental consideration, while the efforts of organized labor to secure shorter hours have usually been viewed, even by those making them, as designed to secure more time for recreation rather than for rest. Abroad, however, serious students of the subject have come to realize that mere temporary fatigue is one of the least important effects of overwork, and the recent investigation of economic conditions in Pittsburgh, revealing as it did the excessive strains to which the workers there are constantly exposed, has attracted the attention of American sociologists in the same direction, with the result that the problem is taking on a form wholly different from the one the unions gave it.

An article by Josephine Goldmark in the current issue of the Survey illustrates the new method of treating the subject. Overfatigue or exhaustion—what the French call "surmenage"—affects, the writer says, every department of life, physical and economic, mental and moral. "It predisposes to disease; it destroys intelligence and all the habitual restraints; it cuts down output and impairs its quality; it invites industrial accidents; it affects not only workers in admittedly dangerous occupations, but all workers—every man, woman and child employed for excessive working hours." The inclusion is obviously even wider than that. It extends from the actual and direct sufferers from overwork to all with whom they have any relations, and that is the same as saying to everybody. The questions "What are excessive working hours?" "What is the nature of exhaustion?" "How can it be recognized in time?" "How may it be best combated?" are as yet either unanswerable at all or unanswerable definitely, but with sufficient investigation they can receive replies more or less satisfactory. It is something at least that the protest against long hours is no longer dismissed as a mere manifestation of laziness and that the new sense of social interdependence gives even those whose hours of work are short an interest in the matter which is not contented by the expression of a vague sympathy.

Another general attack on that venerable old principle, freedom of contract, no matter who is hurt by it, is in plain sight, and "conservatives" may as yet prepare to shed bitter tears over the new restrictions of it that are coming.

American Labor Not Class Conscious.
At the International labor convention in Paris an American representative was handled roughly by some of the European delegates because he represented a kind of trades unionism that they don't like.

The incident is noteworthy because it gave dramatic emphasis to the difference between the labor movements in Europe and that in America.

The American labor leader stood there in Paris isolated and conspicuous before the nations of Europe because of his refusal to admit that the interests of American workmen are opposed to the interests of the rest of American society.

The labor movement in Europe is "class conscious." A French workman is supposed to have more in common with a Russian workman than with a Frenchman who lives on a salary or by investments.

American labor leaders puzzle and exasperate European labor leaders because the Americans insist upon caring more for their country than for their class.—New York American.

Metric System to Date.
"Now," children, commanded the austere instructor in advanced arithmetic, "you will recite in unison the table of values."

"Ten mills make a trust, ten trusts make a combine, ten combines make a merger, ten mergers make a magazine, one magazine makes the money." —Wall Street Journal.

THE TURBINE ENGINE.

Why It Is Superior to the Reciprocating For Warships.

The only sound conclusion to be reached from the data at hand is that in the matter of power, weight and economy there is little to choose between the reciprocating engine and the turbine for speeds between 20 and 25 knots, with perhaps a preponderance in favor of the latter. Below 20 knots the results are largely in favor of the former. The Birmingham's engines will probably be found to gain over the other two in economy and ease of handling as the speed decreases. But this is not the whole question for a man-of-war. Her maximum speed may be required for only short intervals or in emergencies, but when it is needed it is needed badly; consequently the machine which will maintain that speed reliably will invariably be chosen.

There is another aspect of the case for battleships and armored cruisers, and that is the vibration. A steam engine may be balanced for the reciprocating weights, but it cannot be balanced against variations in the turning moment, and therefore any ship using it will be subject to vibrations against which the steam turbine is perfectly free. Another thing—the latter drives a smaller screw, and the immersion can be made deep enough to lessen the throb of the propeller materially, so that vibration from that cause may in large part be eliminated. The vibration is of small moment in a freight ship, and it is not of primary importance even in a passenger ship, but it may become very serious in battleships if it interferes with sighting the guns while moving at high speed. On this issue the turbine should undoubtedly be selected for all heavily armed ships.—Engineering Magazine.

NATURE AS A PLANTER.

Remarkable Restoration of Vegetation on the Island of Krakatoa.

On April 26, 1883, the island of Krakatoa, in the strait of Sunda, between Java and Sumatra, was the scene of a volcanic eruption, and half of the island was blown away in the greatest explosion known to man. The surface was changed from a beautiful tropical forest to a waste of volcanic ash and pumice, destitute of all life. The island is twelve miles from the nearest land and twenty-two from the nearest point of Sumatra, the most probable source of seeds, but nature has restored a luxuriant vegetation, including trees fifty feet tall.

The return of the plants has been a matter of such importance and interest to botanists that its story is given in a new book by Professor A. Ernst. Wind blown spores seem to have begun the work, and in 1886 the surface had become largely covered with blue-green algae, which were preparing a soil in which a few ferns and grasses had already taken root, while flowering plants from sea borne seeds had begun to appear on the shore.

In 1897 the species had increased to fifty-three seed plants and twelve higher cryptogams, portions of the ground being covered with green. Since then the progress has been marvelous, and the south side of the island is mostly a mass of green, with fruit and seeds of land plants on the beach, a forest of coconut palms, screw pines and figs farther inland and a jungle of grasses, reeds and vines beyond the forest. It is estimated that 30 to 72 per cent of the seed plants have been brought by sea currents, 10 to 19 by birds and 16 to 30 by winds.

Curiosity of Printer's Ink.
That printer's ink gives off an emanation that passes through opaque bodies and affects a photographic plate has been discovered by a German investigator. Photographic roll film is sometimes thus affected, through its celluloid cover, by the printed characters on the paper in which it is wrapped. The emanation is found to proceed from the oil in the ink during the drying process. It is not precisely the same as the emanation from radium and other substances, for, unlike them, it changes gum arabic into a granular, insoluble substance. It was this effect produced on the gum of envelope flaps by the printed characters on the envelopes that first attracted the investigator's attention. The emanations are reflected by metal mirrors in the same way as light, and they oxidize metal surfaces against which they strike. The exposure necessary to affect a sensitive plate is eight to ten days.

All Solids Are Porous.
The densest form of matter is now understood to be neither continuous nor homogeneous, but full of holes. In a late Royal Institution lecture Sir James Thomson showed how hydrogen can be passed into a vacuum tube through an incandescent platinum window, and the passage of sodium through glass in a similar manner is utilized in the manufacture of high vacuum tubes as a means of absorbing the traces of oxygen that cannot be pumped out. An Italian physicist has passed hydrogen through iron even when cold.

Discerning Blood Stains.
A French microscopist has devised a method of detecting and recognizing traces of blood on knife blades and other opaque objects even when the stain cannot be seen with the naked eye. The light of a Weisbach burner is concentrated upon the part of the object under examination through a tube which is placed obliquely above the object and which carries an iris diaphragm, a condensing lens and a total reflection prism. A photographic camera may be substituted for the eyepiece.

Woman's World

RISKS IN BALLOONING.

Opposing Views on Flying Expressed by Mme. Bleriot and Mrs. Harbord.

Aviation, as yet scarcely born, has already become a favorite sport with women. In this country, it is true, women aeronauts are few, but there are enough of them in Paris to form a good sized club, and elsewhere in Europe the love of aerial sports is gaining ground rapidly among women. In fact, as Mme. Louis Bleriot, wife of the intrepid aviator who crossed the English channel on July 25, puts it, "Aviation has conquered les femmes simultaneously with the air."

"It is a mistake," Mme. Bleriot says in an article published in a Paris paper after her husband had crossed the channel, "to suppose that women are timid. Their love of novelty constrains them to love danger also. They love movement and originality, and aviation promises to give them all this."

The Hon. Mrs. Assheton Harbord of England does not agree with Mme. Bleriot in thinking that the danger of aviation appeals to women. On the



MME. BLERIOT AND HUSBAND READY FOR AN ASCENT.

contrary, she maintains that, so far as ballooning is concerned, there is no danger, but that most people think there is, and women who risk their lives daily in motorcars are afraid to trust themselves in the air.

"Ballooning is neither so dangerous nor so expensive as motoring," says Mrs. Harbord. "In fact, with ordinary care it is an absolutely safe recreation. Of the several dangers that present themselves to the mind of the novices I think the most common is the fear that the balloon may burst or get torn. It would indeed be a dreadful disaster if when one was several thousands of feet above the earth the balloon were to burst, but probably this is a danger that is nonexistent. When the mouth of a balloon is open there is no pressure upon it, and it is simply impossible for it to burst. And if by some strange mischance a balloon were to get torn it would not really imperil the safety of the occupants of the car, for it would simply descend slowly to the earth instead of falling, as many people imagine, like a dead weight."

Even an electric storm need not cause fear, Mrs. Harbord thinks. She got into one once when crossing the channel, and the lightning played about the car in a most magnificent and terrifying manner, but she went through it without mishap. Once when obliged to descend while traveling at a high rate of speed the members of the party were thrown rather violently out of the car and entered Holland on their heads, but all escaped with no more injury than a severe shaking.

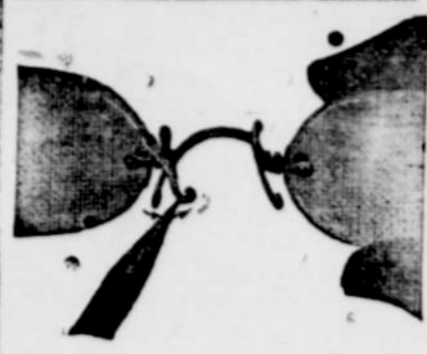
The Child at the Table.

To borrow from the slang dictionary: The child needs the ten or twelve hours' sleep in his business of growing tall and robust, steady of nerve and sane of mind. Furthermore, he needs food adapted to his needs; plenty of cereals, plenty of milk, plenty of ripe fruit in the season thereof, meat once a day, nourishing broths and a few green vegetables; no fried things whatsoever, neither tea nor coffee; no pastry, no mince pie or plum pudding or highly seasoned entrees. Time enough for these delicacies when the inches and feet are all in, the muscles in splendid working order, the gray matter of the brain "all there" and ready to do the duties of a man's brain for fifty years to come.

One branch of a child's education, sorely neglected in tens and thousands of homes, is mastication. As soon as he cuts his teeth teach him why they were given him. Make him chew everything he takes into his mouth. Abie dietitians are proclaiming boldly that milk should be chewed, a mouthful at a time, if one would not have it change to curd about the diaphragm. The child's meat should be finely minced for him until he can cut it up for himself.

He may forget the truism that "gentlemen eat slowly" after he joins in the great American rush for fortune. Obedience to it for a term of years will lay the foundation of sound digestion. He will have a better chance of long life and no dyspepsia than if he had been allowed to gulp down milk by the glassful without drawing breath and to gobble steaks and chops in two inch chunks.

Insist that the child shall behave decorously at the table, as well as eat properly, from the time he can comprehend an order conveyed in the simplest language.



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