

BANDON RECORDER

Issued Each Week

BANDON, OREGON

Your credit may be good, but your money is better.

Nobody has as yet made a success of predicting the end of the world.

If a man knows all about you and is still your friend, he'll do it to.

When the south pole is discovered let somebody stay there and sit on it.

When a woman acquires a job lot of trinkets she begins to speak of her jewels.

The auto runs over you and you die. The aeroplane runs over you and you don't mind it a bit.

The proof that there is no coal trust is found when the temporarily embarrassed one tries to get a ton on tick.

The snag boats of the future will be employed to yank the dark and menacing clouds out of the aerial highways.

On her last trip over the Lusitania consumed \$16,000 worth of coal. How would you like to be the Lusitania's coal man?

"What is a kiss?" asks the New Orleans States. If the editor of that paper doesn't know by this time he never will learn.

Perhaps neither Peary nor Cook would have discovered the north pole if they'd known there was going to be such a fuss about it.

Mars is only 35,000,000 miles distant from the earth now. It is a fact, however, that there are a good many wide, open leads between the two planets.

The idea that there is always room at the top may be all right, nevertheless it is fortunate that Cook and Peary didn't reach the north pole at the same time.

During "aviation week" at Rheims an aeroplane was fined twenty francs for reckless flying. He did not run into any one, nor did he smash into anything; he merely frightened the spectators.

Dr. Murphy says the man who discovers how to kill the cancer germ will be a greater man than the discoverer of the north pole. We might make a similar claim for the man who shall discover a hair restorer that will restore.

Yes, fellow citizens, your Uncle Sam sits on the North Pole, rests one foot on the Far East, the other on the Far West, and with his horny hands digs a ditch across the middle of the hemisphere, while his sons capture all the prizes of the air and earth. (Deafening applause.)

A law has recently gone into effect in New Jersey which compels all vehicles—not only automobiles, as is the custom everywhere, but all teams using the public highways at night—to carry two lights, one in front and one in the rear. Such a law, faithfully enforced, is a cheap and practical method of safeguarding highway traffic, not only from collisions, but also from the numerous accidents which result from bad places in roads and bridges.

Continued efforts are making by the National Association for the Study and Prevention of Tuberculosis to discourage the practice of sending indigent consumptives from the East to the West and the Southwest. It has lately reported that more than seven thousand persons, hopelessly diseased, go from the East every year, only to die in one of the five States favored by consumptives. Tuberculosis can be cured or arrested in any part of the country, and the percentage of cures in the East is nearly as great as in the West.

The most cursory survey of the world's literature, dramatic or otherwise, will convince anyone that the profession of humorist or true comedian is one of the most exacting ever known. The jokesmith may get a momentary laugh from an audience that is willing to take the will for the deed. But the man who would set his name among those who have made permanent additions to the world's fun must have a list of specifications for a permit to make a road through a Pinchot reserve. He must have insight, sympathy, knowledge of character. He must have a sense for fact that is felt beneath his finest webs of fancy. He must have an ear for the right word that no correspondence school can confer. It is easier to be a wit than to be a humorist; easier to laugh at people than to laugh with them, or make them laugh at themselves.

The rush of thousands of eager individuals to the Indian land openings in Montana shows to what an extent land hunger is besetting the people. It is a question if one out of a thousand among those that have registered in the hope of securing Indian reservation land has any intention of settling and honestly "farming it," even if he is lucky. The land hunger has

become an obsession, led by the lottery method the government sees fit to utilize in distributing those lands. It is the old story of "taking a chance," and the individual pays railroad fare and living expenses, which amount to no inconsiderable sum, in the hope of being one of the lucky ones in Uncle Sam's lottery. If a plot of ground is drawn, no doubt it will be scorned as something undesirable—for even the most productive western land is not enticing in its sagebrush form. It means hard work to bring a productive farm out of raw western land, and most of those who take part in such speculative rushes are not of the sort to carry the game through to its finish and to make actual ranchers of themselves.

Recently there died a man of wealth and prominence whose business was conducted in accordance with a policy of enlightened self-interest—that active endeavor toward personal advancement which takes into account in large measure the general good. He was a manufacturer of bicycles, and realizing that improved highways meant increased demand for the products of his factories, he became a pioneer in the movement for good roads. Realizing also that a more general appreciation of the many pleasures and benefits of outdoor life would mean more bicycle-riding, he established a magazine devoted to such life. The two causes which he helped along in energetic and practical fashion need no defense. Both are generally accepted as important factors in the material advancement of the country and in the personal welfare of its people. When the bicycle declined in popularity this man engaged in the manufacture of automobiles, and continued his advocacy of good roads. That he prospered by his far-sightedness vindicated the wisdom of his course, even from the selfish point of view. Every man is justified in promoting his own welfare, in protecting his own interests and in acquiring a competence against the inevitable old age. It is his duty to do this, and happy the man, and happy the community in which he lives and labors, when he does it in such a way that those round him are benefited rather than injured. Not all can be great manufacturers and gain wealth by leadership in national movements, but every person can act on the sound theory that self-interest is best served, not by the narrow selfishness which sees only the present day and the immediate surroundings, but by the far-sightedness which includes the days to come, and the comprehensive planning which involves the common welfare and progress.

The Prosperity of the Farmer.

This year we shall raise three billion bushels of corn. It is hard to realize what that means, says a writer in Success Magazine. It is a harvest greater even than the bumper crop of 1906. These three billion bushels will be worth to the farmer over a billion and a half of dollars, or over three times as much as the corn was worth in 1896. Last year the value of all farm products in the United States was almost eight billions of dollars; this year it will be over eight billions. This is more than the entire wealth of America in 1850. In 1850 the farms of the United States were worth less than four billions; to-day they are worth twenty-eight billions. Every day the farms of the country are worth \$3,400,000 more than they were worth the day before.

It is a good thing for the people at large that the farmers are getting their share of the general increase in wealth. The eight billion dollars that they get each year amounts to only seven hundred dollars apiece when it is distributed over all the farmers and farm laborers in the country. But the per capita amount is growing and is bound to grow still more.

During the next twenty years we are going to see a great revolution in farming. Agriculture is to be more intelligent and more intense, new plants are to be introduced, a better use is to be made of the land, and an acre will produce twice as much as it now produces. The benefit of this new production should not be monopolized by railroads, elevator companies and harvester trusts. It should go to the farmers and to the people, and should show itself in better food, clothing and housing and in more widespread education for the great mass of us.

"Speed" Means to Acquire Success.

When we use the slang "too slow" as applied to non-success we are speaking correctly, according to etymology, for "slow" conveys an idea opposite to that of "speed," and for more than 10,000 years the root from which "speed" has grown has preserved its influence in a dozen languages and has continually signified the idea of quickness in grasping, in drawing to, in extending, in making room for action, in bringing prosperity and success by reaching out.

Our Aryan ancestors used the little word "spa," and from it has grown among scores of other words, our word "speed," which, through the centuries, has not been restricted to its meaning of velocity. It conveyed the thought of velocity that reached out for success. It meant having room for action, to increase in the direction of prosperity. Without "spa" there was no "success."

If a woman works a good deal, other women who do not work so hard say she works too much.

The bass drum covers a multitude of mistakes made by the rest of the band

EDITORIALS

Opinions of Great Papers on Important Subjects.

UTILIZING THE SOIL.



AMERICAN farmers are beginning to learn that old methods will not always fit new conditions, and that it is possible largely to increase their profits by intelligent study of scientific agriculture. Through the efforts of the government, aided by various railroads, thousands of farmers throughout the West have acquired a broader knowledge of their industry. Nevertheless much remains to be accomplished before they realize all the possibilities that lie in the soil. Men who, like James J. Hill, feel some solicitude in regard to the future of American farming, are too serious lightly to be set aside.

Experts declare that the United States will contain 200,000,000 people by the middle of the century. In view of the steadily rising price of farm products, this suggests serious question whether agricultural production will keep pace with the increase in the number to be fed. The solution undoubtedly lies in improved farming methods that will give the maximum productivity to every acre of land. As land becomes more scarce the demand for education along this line will steadily increase.

These conditions are responsible for development of the Department of Agriculture from an insignificant beginning to one of the most important and far-reaching departments of the government. The prospects are that it will assume even greater importance during the next twenty years. Some of the problems that accompany our rapid increase in population can be met through no other agency.—Chicago Journal.

ARE WE SPOILING OUR BOYS?



FORMER PRESIDENT ELLIOT of Harvard recently spoke most emphatically of the very small percentage of boys coming from the larger, more expensive and fashionable schools who proved satisfactory students. A similar statement has been made by a member of the faculty of Yale. The experience of Princeton is the same. The boys from the high schools carry off honors out of all proportion to their numbers. And the names of the larger fashionable private boarding schools, with some exceptions, are conspicuous by their absence from the list of honors.

In regard to one limited group of families the tendency of many boys with the best chances in life to weaken their will power, by taking steadily in college the line of least resistance, can be measured against the statistics of their results.

The families entered in the "New York Social Register" as residents of that city may reasonably be considered as households whose heads are able and willing to give their boys the best chances in life. In five senior classes at Harvard, Yale and Princeton (not the last five classes) there were 166 sons of those families. At Yale College they formed 5.1 per cent of the total

membership of their classes; at Harvard College and Princeton, 2.9 per cent. A comparative test of their records at graduation yields some very striking results. It shows that, as a class, they are far below the average of their fellows in the ability or the willingness to make the most of their opportunities. And the same marked inferiority, as compared with the average student, appears in each of these institutions and in fourteen of the fifteen classes examined. The figures unquestionably indicate an average attitude, a general social drift.—Paul Van Dyke, in Scribner's.

FOREIGN RAILROAD INVESTORS.



PERHAPS one of the most significant indications of the faith that men of large affairs have in the continued prosperity of the country is the extensive borrowings of New York banks in European money markets. It is estimated that the American banks have sold their notes in London and Paris to the extent of \$400,000,000. This is remarkable when money is not scarce in New York and the rates of interest continue low.

The most plausible explanation is that this money is for the American railroads which are preparing to make extensive improvements in the near future in order to keep pace with the demands which it is expected the expanding commerce of the country will make upon them. It was Mr. Hill's prediction some time ago that before the railroads would be properly equipped again to do the transportation business of the country hundreds of millions would have to be expended in betterments. Indeed, the traffic of the country is swelling at a rate which threatens again to swamp the transportation facilities, which have not been materially increased since they proved to be so inadequate two years ago.—St. Paul Dispatch.

EASTERN AND WESTERN CITIES.



TWENTY St. Paul municipal officers and Council members, who have just completed a 3,000-mile trip through the East, make some interesting comparisons between Eastern and Western cities regarding different phases of municipal progress. They find, among other things, that the "City Beautiful" idea is more clearly developed and the movement more widespread in the East than in the West, and that the movement to advertise cities is receiving more widespread attention in the East, though the point is made that in most instances the movement is "hardly along the same practical lines as in the West." Allowance should be made, however, for difference of opinion as to what kind of municipal advertising really deserves the name of being practical. Eastern and Western ideas may differ widely on this point, and often for the best of reasons. The average Western city has different attractions to offer than its Eastern sisters, and naturally it adopts different methods to bring them to the attention of the country at large.—Springfield Union.

NAMES FOR FAST TRAINS.

One Road Offered Prize for the Most Attractive Title.

Some time ago an American railroad company offered a substantial prize for the most attractive title for its fastest train, and though none of those submitted was accepted, the ingenuity of the competitors was not undeserving of praise. Among those sent in were such titles as "The Republican Limited," "The Narrow Path Express," "The Liberty Express," "The Yankee High Flyer" and many others more or less good.

Although the novel competition practically failed in its purpose, says the St. Louis Post-Dispatch, it called attention to the picturesque and ingenious names which designate many of the important high flyers which run daily over American rails. There is no better known express in the world no better known express in the world than "The Twentieth Century Limited" between New York and Chicago, doing the journey of 1,000 miles in twenty hours.

Another interesting and appropriate name belongs to an express on the Pennsylvania railroad, which runs daily from Philadelphia to New York, and which is known as "The Brides' Limited." This high flyer gained its name from the fact that ever since its inauguration last year it has not failed to carry at least one happy couple on a honeymoon trip daily. "The Brides' Limited" is made up of three or four Pullman coaches, each bearing some title suggestive of its happy freight, such as Cupid, Hymen, etc., and the train is now extremely popular with newly married couples.

"The Green Mountain Flyer" is the famous Montreal express for New York and received its name from the beautiful green hills through which it runs on its daily journeys. An equally picturesque title is that of "The Sunset Limited," a Southern Pacific express which dashes daily toward that El Dorado of horticulturists—California.

Minneapolis and St. Paul are known as the Twin Cities, and so it is only natural that the train which runs from there to St. Louis should be called "The Twin City Limited." The exposition at St. Louis, by the way, has been the means of giving titles to many new trains, among these being "The Exposition Limited," over the Grand Central.

One of the most magnificent trains in the world is "The High Grass Limited," which runs from St. Paul to the Pacific coast, so called because in its journey it passes over much desolate prairie.

Every lion hunter exaggerates the danger.

BOHEMIAN TWINS MARVELS.

Two Girls Joined Together by Peculiar Bonds of Flesh.

There have just arrived in London from Liege the Misses Rosa and Josefa Blazek, who are, no doubt, the most extraordinary examples of human abnormality in existence.

Probably no physiological curiosity of equal interest has been seen, says the St. Louis Post-Dispatch, since Eng and Chang, the Siamese twins, were exhibited by Barnum about forty years ago, before settling down in a southern state, where they married two sisters, who reared healthy, normal families.

The physical condition of the Misses Blazek differs little from that of the late Siamese twins. The bodies of the latter were connected near the chest; in the case of these young women the adhesion occurs for some distance up the side, terminating slightly above the waist. Their heads are not quite on a level, Josefa being somewhat the taller of the two. Although the girls of necessity spend their lives side by side, they cannot look into each other's faces. The most that is possible is a sidelong glance that Rosa is enabled to take of her sister.

Physically their actions are interdependent, but mentally the girls have a separate existence. Nor do their tastes, inclinations or temperaments coincide. Consequently they live in a state of constant compromise. The couple—if the plural is permissible—appear very happy and contented.

The sisters enjoy the usual complement of limbs. They walk with a sprightly, nimble movement, but, of course, four feet are seen in operation, and when the necessity arises for them to lift a heavy article four arms and hands are extended for the purpose.

Born in Prague, the capital of Bohemia, the twins are 26 years of age. They speak no language save their native Czech. Franz Blazek, the father, is a successful farmer. His eldest daughter, who is quite normal, married some four years ago and has now four children. Mr. Blazek has also a son, 17 years of age.

Legal Information

An acceptance of a building or structure that has been completed and which contains latent defects either in the character of its workmanship or the quality of material used, is held, in Steltz vs. Armory Co. 15 Idaho, 551, 99 Pac. 98, L.R.A. (N.S.) 872, not to amount to waiver of such latent defects; but, on the contrary, it is held that the owner may maintain his action against the contractor for breach of the contract at such time as he discovers the extent of the defects, or after he has had reasonable time and opportunity, by due diligence, to have discovered the same.

The mere affixing of a price to each bushel of a crop contracted to be threshed is held, in Johnson vs. Fehsefeldt, 106 Minn. 292, 118 N. W. 797, 20 L.R.A. (N.S.) 1069, not to be sufficient to make the contract severable.

An agreement by a retiring partner "not to engage for the next two years" in the same city in competition with a business sold, in "the manner aforesaid," is held, in Siegel vs. Marcus (N. D.) 119 N. W. 358, 20 L.R.A. (N.S.) 769, to be violated by the entering of such partner into the employ as a managing clerk, of a third person whom such retiring partner was instrumental in procuring to open a rival business adjacent to that of the original firm, and it is held that such violation should be enjoined at the suit of the purchasing partner.

The South Carolina Code provides that no party to an action shall be examined respecting a transaction or communication between him and a person at the time of the examination deceased, as a witness against a party prosecuting or defending the action as executor, administrator, heir at law, etc. The agent of appellant in selling to respondent, the owner of a small store, a fire insurance policy, had assured him that it was not necessary for insurers of small stocks of goods to comply with that clause of the policy which compelled the keeping of the books in an iron safe. Before the trial the agent died. In Berry vs. Virginia State Ins. Co., 64 Southeastern Reporter, 859, payment of the insurance was refused on account of the violation of the terms of the policy. The South Carolina Supreme Court held the representation of the agent a waiver of the iron-safe provision in the policy, and the defendant, not defending the action as "executor, administrator, heir at law," or any other person named within the statute, it does not apply, so as to make inadmissible the testimony of the conversation of the deceased agent.

Experience Teaches.

Lover (haughtily)—Is it a matter of astonishment, sir, that I should want to marry your daughter?

Father (apologetically)—Not at all, young man. I wanted to marry her mother once. The astonishment at the idea comes later.—Baltimore American.

Cause for Suspicion.

"When a man dat's tryin' to trade horses wif me stahts braggin' 'bout how honest he is in his dealin'," said Uncle Eben, "I can't help suspectin' dat he's gettin' ready to make an exception in my case."—Washington Star.



"Well, how did you stand it while I was away?" asked the iceman, as he dropped the ice into the refrigerator and turned to face the good-looking maid.

"Oh, have you been away?" she asked. "You must have had that chunk of ice with you all the time—the way it's dwindled."

"Have I been away?" repeated the iceman, in injured accents. "Well, what do you know about that? And me worryin' to death for fear you'd think somethin' had happened to me. Why, I've been away on my vacation, Maggie, an' you never missed me."

"Say, I've told you before about callin' me Maggie," said the pretty maid, indignantly. "I don't see what license you have to think anybody'd miss you."

"You ought a been up there at the lake where I was," pursued the iceman, ignoring her gentle criticism. "That was all that was wantin' to make it perfect. We had a grand time, fishin' an' dancin' an' restin' in hammocks—me for that twelve months in the year if I could put it over."

"You must look swell in a hammock," retorted the good-looking maid, "and I'd give a lot to see you waltzin'—with them feet of yours. What was this—some sort of a insane asylum where they let you get into a hammock?"

"Not on your life!" said the iceman. "It was one of the swellest of these here lakes where all the folks go. Say, they didn't ever know I was an iceman while I was up there! I sh'd say not! You oughta see me in my Sunday bags some time—I'm one of the best, Maggie."

"You'll be wearin' your Sunday clothes looking for a new job if you don't move along, won't you?" suggested the pretty housemaid. "Don't you suppose any of these people on your route have telephones? They'll all be callin' up your boss and tellin' him to make that vacation of yours the real thing."

"Don't you ever fret about my losin' my job," said the iceman. "I could grab another in twenty minutes! There ain't any too many icemen that have the trade I've got—and I can carry my trade with me, too!"

"Carry it along, then," advised the

girl. "Don't let me stop you for a minute! I've got a lot of things to do and I'm not going out of the kitchen and leavin' you here, with all that silverware on the table."

"I can't figure out why it is you like to knock me all the time," said the iceman, mournfully. "I've tried to be just as friendly with you as—anybody on my route. Honest, I have, Maggie."

"You don't mean to say that you go along this alley handin' out this sort of talk at every door you stop at, do you?" demanded the good-looking maid. "It's no wonder you never get around until afternoon with the ice! I'm surprised you haven't got a wagon load of water by the time you get here. Run along, now, and don't be trackin' up my clean porch."

"Say, you won't get sore if I ask you something, will you?" asked the iceman.

"Depends on what it is," announced the housemaid.

"Well, I was going to ask you," said the iceman, "if you were going anywhere Sunday afternoon."

The pretty girl tossed her head and smiled at the calendar on the kitchen wall. What business is it of yours whether I am or not, Mr. Fresh? she demanded.

"Well, I was only going to say," went on the iceman, "that I ain't been to none of these here amusement parks for a long time an' I was just thinkin' if you wasn't dated up for Sunday afternoon—"

"You got your're nerve, ain't you, askin' me to go out with you?" said the housemaid. "Besides, I've got a date for then."

"Who is it—that big policeman?" asked the iceman, eagerly.

"Don't block up the stairway," said she. "If that big policeman should happen to drift around here right now they would have to take up a hospital collection in the icemen's union."

The iceman sighed heavily and lumbered away.—Chicago Daily News.

If you want to say a man hasn't much sense, say he doesn't know enough to turn around in a revolving chair.

Every lion hunter exaggerates the danger.