

# Bandon Recorder

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C. E. KOPF, Managing Editor

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THURSDAY, February 17, 1910

## What Port Commission Did

The war department has recommended an appropriation of \$4,260,000 for the improvement of the Siuslaw river in Oregon, this large amount was recommended, because of the recent incorporation of a Port of Siuslaw and the consequent bonding of the port for \$100,000. Here is more than four dollars to one that the government has given Siuslaw. There is every reason to believe that an equal amount might have been secured for this port if we had shown the same disposition to help ourselves. Coos Bay also comes in for a recommendation of \$400,000, this is also largely due to the fact that they have a port commission. Over against these large appropriations comes a recommendation of \$27,800 for the Coquille river, which of course will help some, but is nothing in comparison to what the other ports have received. It cannot be because of the other places being the greater ports, for although the tonnage at Coos Bay is somewhat greater than that of this port, yet such is not the case on the Siuslaw, consequently it would seem that the government is helping those who help themselves. It is probably too late to get in on a large appropriation any more at this session of congress, but now is the time to get busy and get ourselves in condition to take advantage of the next opportunity. The subject of a Port of Coquille River will come up or vote in the near future and it is the time now to begin to think on the subject. Certainly every man in the Coquille valley who is interested in its development will favor a port commission, so get ready to vote for it when the time comes.

## The Census and the Witness

What percentage of the census statistics will be valueless because of the great American proneness to boast? We wish someone would figure this out and give us a formula which, when applied to the government reports, will permit the student to arrive at exact facts.

Consider some of these questions. How old are you? It is the custom to joke about the objection of women to stating their age. If the truth were known it would probably be found that most men will subtract a few years, particularly, if they, themselves, are shifting into that period known as middle aged. Are you single or married? Old maids who have not ceased to struggle, as the Georgians express it, may let imagination rule them if the enumerators are strangers, and there are men who will decline to answer on the advice of attorney. What is your occupation? The temptation to let fancy sweep skyward will be great, indeed, to Americans. Are you employed or employer? That weakness for boasting will get the better of thousands at this point. Do you own or rent your home? Desire may give the answer. Any mortgage? It is unpleasant to talk of things of this sort. How easy to say no, lest the next question be, how much?—Toledo Blade.

## Greater Bandon.

The Oregon Journal gives the

RECORDED the credit for saying that Bandon will have thirty thousand people in 25 years. Well, whether we said it or not makes no difference, the fact remains, however, that there is a possibility of reaching this goal and it is up to the people to say whether or not it shall be done. During the past year the number of school children has increased by about one hundred, which would indicate an increase of five hundred population or about twenty percent now if the ratio of 20 percent increase can be kept up indefinitely, it is easy to see that the big figures would not only be reached, but far surpassed.

If the various projects that are slated for Bandon the coming summer all materialize, the growth of the city will be even greater this summer than at any previous time, and there is every reason to believe that many if not all of them will be forthcoming. As to having thirty thousand people, it is an easy possibility and depends upon the push and enterprise of the people.

## What to do With Garbage

In a paragraph editorial the Oregonian says: "Meanwhile, the householder who disposes of his garbage in the right way—by burning it in the stove—has no need of a crematory nor any of the bonds thereof. But of course there are persons who need this also done for them."

Here is a suggestion that would be well for every householder to take into consideration. It is an easy matter to burn all garbage in the stove and in fact it is the very easiest way of getting rid of it. Potato parings, apple parings, refuse grease of all kinds and in fact everything of a solid nature can be put into the stove and burned up, and if this were done it would be a great boon to the health conditions of any city. There are probably more disease germs inhaled into the human system from garbage dumps than from any other source. Then too it adds greatly to the appearance of a city or town to have all the back yards free and clean from garbage.

If Bandon householders would try this suggestion of burning all garbage, they would find it an easy and economic method of getting rid of it.

## Peary is Rear Admiral

Congress has made Commander Robert E. Peary a Rear Admiral in recognition of his work in discovering the north pole, and now an expedition is being fitted out to make a dash for the south pole and Admiral Peary has offered his personal check for ten thousand dollars toward defraying the expense, which he says will be about one hundred thousand dollars. He thinks the explorers should reach the south pole about the end of 1911.

Mr. Peary does not care to undertake the task of going to the south pole himself as he thinks the work should be done by a younger man. Peary is not very young any more and thinks he has done his share of exploring and that some one else should now take up the work.

First class job work a specialty.

## Corporations Win Men From Ministry

Rev. J. J. Wilkins of St. Louis in an address tells why the best class of young men refuse to enter the ministry nowadays. He says, it is because "the soulless corporations offer them better inducements:

"The crying need of the church today is men—strong, vital men—and the church has not yet begun to realize that this class of men must be paid for," he continued. "Sixty of the 'soulless corporations' have established pension systems for employees from the highest to the lowest; and one of the leading railroad systems has done the same. Carnegie established a \$10,000,000 pension fund for retiring college professors, but what has the ministry to offer? Whoever accepts the church's call must devote the best years of his life to her services, and when he has outlived his usefulness, there is nothing for him but poverty and its consequent shame."

The Hepner Times says: "Every indication points to very prosperous 1910 and all preparations are being made to that end. The farmers are feeling better than they have for the past two years, and well they may as they never before had a more flattering prospect for a bumper crop. Moisture has been abundant and the snow of the past few weeks has protected the growing wheat so that the freeze did not injure it in the least. True that the stockmen have had to feed more than usual this winter, but in most cases they had the hay on the ranch and the outlay for a sufficiency to tide them over has not been generally very great."

Prof. Irving Fisher of Yale University has recently made an exhaustive and thorough study of the short hour day for working men. He received the returns from foreign manufacturers and Americans as well. He reports to the National Conservation Commission that men live longer, are sick less, dissipate less, produce as much, and earn more, when working eight hours instead of nine, ten, eleven or twelve. It sometimes takes a year or two for them to get back the same productive capacity. There are less accidents in big industries where the men reduce their hours. There are happier homes. This is the universal experience in all lands.

The Seaside Signal says: Binger Hermann will no doubt succeed Representative Hawley in congress. It may be true for Binger's friends in Roseburg have said that they would send him to congress whether he was convicted or acquitted and it might be added that he has lots of friends.

## City Transfer

All kinds of dry goods and millinery FOR SALE—mill wood from Cody's mill \$2.00 per load. Good sold and delivered at lowest prices. J. Jenkins, Prop.

## Presbyterian Church

Sunday school every Sunday at 10 a. m.; Christian Endeavor in the evening. Preaching every Sunday except the fourth Sunday of the month. Visitors welcome.

M. E. COEN, Minister.

Chas. Page has taken charge of the Western Home Boarding house, formerly occupied by W. L. Davidson and will guarantee courteous treatment to both transient and home-trade. 48tf.

## OUR ROADS COMPARED

### Reasons Why France Has Best Highways In Europe.

#### HER METHOD IS SUPERIOR.

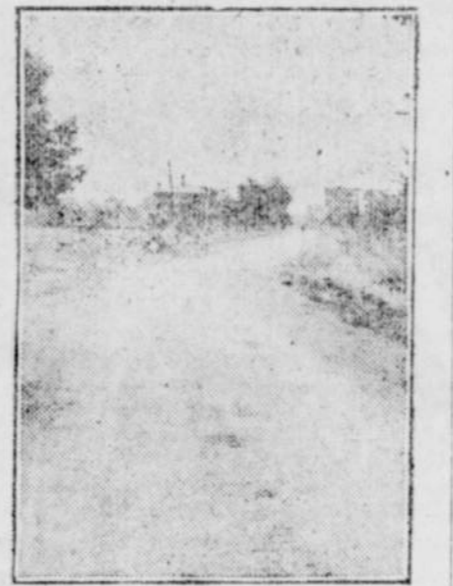
Road Laws In United States Until Recently Were the Same as England's of the Colonial Days—Germany's Unique System.

The present road situation in the United States may be briefly summed up as follows:

In mileage we have the most tremendous system of roads which any country has ever possessed since the world began. According to a careful road census, the length of all of our roads amounts to 2,155,000 miles. The most liberal estimate of our annual expenditure on these roads, both in money and labor, was a fraction over \$70,000,000 in 1904, or about \$1.05 per capita. At the same rate this would be an expenditure of about \$90,000,000 a year at the present time.

According to our road census, we have less than 40,000 miles of stone surfaced road, or about 2 per cent of the total mileage. We have 108,000 miles of gravel road, or about 5 per cent of the total mileage. Small as our annual expenditure for roads has been, it has aggregated during the thirty year period from 1870 to 1900 a total of upward of \$1,800,000,000. We may therefore say that the road building in the United States is, considering area, population and wealth, at the same point at which it stood thirty years ago and the seventeen hundred and odd million dollars have produced few appreciable results.

When we turn to the subject of road administration in the United States we find that about half of the states are operating under practically the same road laws as prevailed in England when America was a colony. This system of road administration provides for the payment of road taxes partly in labor and localizes the work to an extreme degree by placing in authority the district or township road over-



THE TYPICAL ROAD OF OUR RURAL DISTRICTS.

[From Good Roads Magazine, New York.] Seers or road supervisors, no requirement being made to insure skill or knowledge of road building on the part of these petty officials. With few exceptions no system of accounting is in force, so that an intelligent idea may be obtained as to the disposition of the road tax, and no definite lines of authority are established such as would guarantee the wise and equitable conduct of the work.

A number of states have adopted in principle or practice, or both, the system of centralizing under a state highway department the conduct of all or part of the road work of the state, thereby securing uniformity in methods, economy in administration and skill in supervision. In some of the state highway departments the work is educational and investigative, with a view to ultimately giving these departments administrative powers.

It is not possible in a short article to enter into a discussion of the various systems of state aid in effect in this country. Suffice it to say that the principle of state aid and supervision constitutes the germ of the only road administration which has proved successful in other countries.

This movement is gaining headway at a very rapid rate, and when we consider that it has been little more than a decade and a half since its inception the fact that half of the states have adopted it in principle and have actually expended from state treasuries considerably over \$50,000,000 we may well feel encouraged for the future of road building in this country.

The striking feature of the French road system is the skilled supervision provided in every grade of road work and in every unit of the administrative organization. The basis of the system is the school of roads and bridges, one of the finest technical schools in the world, maintained at the expense of the national government. In this school are trained the highway engineers to whom are intrusted the building and maintenance of the roads of France.

At the head of the administrative organization is an inspector general of bridges and highways, under whom are chief engineers in charge of the road work of single departments and communes. Single arrondissements are under the direction of ordinary engineers and underengineers, the latter being equivalent in rank to noncommissioned officers in the army. The subdivisions are under the direction of principal conductors and ordinary con-

ductors. Next in line come the foremen of construction gangs, the clerks employed at headquarters and finally the cantonniers, or patrolmen, each having from four to seven kilometers of highway under his immediate supervision.

Probably the most important unit in this great army of workers is the cantonnier, or patrolman, who has charge of a single section of the road. He keeps the ditches open, carefully fills holes and ruts with broken stone, removes dust and deposits of sand and earth after heavy rains, trims the trees and bushes, and when ordinary work is impossible he breaks stone and transports it to points where it is likely to be needed. He brings all matters requiring attention to the notice of his chief.

There are at the present time 149,750 miles of road in England, for which the annual expenditure for the year 1905 to 1906 amounted to \$78,059,000. It is therefore evident that the annual expenditure per mile of road amounts to about \$520. In view of the fact that most of the principal roads of England have already been constructed, this large annual expenditure would appear to be devoted in a large measure to maintenance. It would seem that a system which requires an annual outlay of \$520 per mile for the entire mileage must be ineffective and costly. The explanation of this is found perhaps in the fact that in England the maintenance of the public highways devolves entirely on local authorities, these numbering about 1,900.

As to skilled supervision it may be said that no qualifications are required by law to be possessed by the men in charge of road building and maintenance, but it is the general practice in the important districts to appoint experienced highway engineers for this work.

Germany is a federation of states, and it follows that road administration is conducted separately by each state of the empire. The imperial government exercises very little control over the highways and does not in any way contribute to the expense of their construction and maintenance.

A striking feature of the Saxon road system is the practice of planting fruit trees along the roads.

Each canton has at the head of its road system an engineer with capable assistants. The engineers and their assistants must have an academic education and possess a diploma from the Polytechnic institute, while the road masters are required to have a good technical education.—L. W. Page in Good Roads Magazine.

## HIGHWAYS IN THE WEST.

### Use of the Automobile by Farmers Aiding the Improvement Movement.

Road improvements in the west, already noticeable to a slight degree, are sure to follow when the farmers of that section awake to the realization of their condition as compared with some of those of the east. Nothing will arouse the farmers to this so much as the use of the automobile, and it will be the more general use of the car by the farmer that will result in better roads.

In sections where farmers are using cars to any extent road improvements are already noticed, but there is still room for more, and more there will be in the near future. Motoring is most enjoyed on good smooth roads. Farmers owning cars realize this as well as any, and not only are they bestirring themselves toward appropriations for good highways, but are in many cases furnishing the labor necessary for road betterments.

In some farming sections of the west automobile owners can be picked out by a glance at the roadway in their immediate neighborhood. Near their homes rough, uneven surfaces have been smoothed off and soft, slippery roadways resurfaced. Each farmer seems to take interest in the roads near his own home. When more farmers have cars, and they are buying them rapidly, there will be more short stretches of perfect roads, and at some future time, not far distant, the stretch will be unbroken.

## FERRO CEMENT ROADS.

### France Trying Experiments With Highways Made of This Material.

Ferro cement roads are being experimented with in France. The substance is made of cement mixed with straw. To make a slab or block of ferro cement a mass of iron straw is placed in the mold, and there is poured over it cement sufficiently fluid to penetrate into all the interstices of the iron and completely cover it. When the whole has set, the core of iron thus intimately incorporated gives to the block a great resistance to breakage and to traction, at the same time furnishing elasticity to compression which enables it to stand superficial shocks. A brick of ferro cement one and three-fifths inches thick has supported during crushing tests a pressure of about sixty-five tons to the square inch. In breakage tests the resistance was quadruple that of ordinary cement. Resistance to wear was no less remarkable.

### The Use of Wide Tires.

As to the desirability of the use of the wide tires there can be no question. The most casual observation will suffice to convince any one of the damage which a heavily laden wagon equipped with the ordinary sharp, rounded, narrow tires will produce on any road. There is also another and perhaps even greater advantage to be gained by the use of wide tires—namely, the increased hauling capacity attained.

## Notice of Advertisement for Bids

On February 28th, 1910, the common council of the city of Bandon will receive sealed bids for the work of improvement upon Fifth street including therein, clearing, installation of three concrete curbs, grading and excavation of 10,418 cubic yards of earth and construction of sidewalks thereon on both sides for the full length of said street.

Bids may be made upon each, any or all of the four improvements proposed.

Specifications can be obtained from the city recorder. Additional information as to concrete work, grading, profiles, etc., from the city engineer.

Bandon, Oregon, Feb. 16th, 1910.

C. R. WADE, City Recorder.

## NOTICE OF ADMINISTRATION

Notice is hereby given, that by order of the County Court of the State of Oregon, in and for the County of Coos, Mollie Patterson was duly appointed administratrix of the estate of W. H. Sullivan, deceased and that letters testamentary were fully issued to the said Mollie Patterson on the 7th day of February 1910; that she is now qualified and acting, therefore all persons having claims against the said estate are hereby notified to present the same with proper vouchers to the said administratrix at Bandon, Oregon, within six months from the 10th day of March 1910, the date of the final publication of this notice.

MOLLIE PATTERSON, Administratrix of the estate of W. H. Sullivan, deceased.

GEO. P. TOPPING, Attorney for the Estate. 5-5t.

## Administrator's Notice

Notice is hereby given, that the county court of Coos county, Oregon has appointed Walter J. Sabin, administrator of the estate of A. B. Sabin, deceased and all persons having claims against the said estate, are hereby required to present the same, duly verified to the undersigned within six months from date hereof at Bandon, Oregon. Dated at Bandon, Oregon, this 20th day of January 1910.

WALTER J. SABIN, Administrator. 2-5t.

## NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at Roseburg, Ore., January 18, 1910.

Notice is hereby given that Mary E. Dunning, widow Harlan P. Dunning, deceased, of Harshfield, Oregon, who, on June 14, 1906, made Homestead Application, (02022), No. 14113, for lots 3 and 4, Section 4, and lot 1, section 5, township 30 south, range 14 west, Willamette Meridian, has filed notice of intention to make five final year proofs to establish claim to the land above described, before the Register and Receiver of the U. S. Land Office at Roseburg, Oregon, on the 8th day of March, 1910.

Claimant names as witnesses: Robert P. Hunt, of Bandon, Oregon. John C. Shields, " " Sylvester S. Shields, " " Theodore H. Shaw, " "

BENJAMIN F. JONES, Register. 3-6t.

## NOTICE OF ADMINISTRATION

Notice is hereby given, that by order of the County Court of the State of Oregon, in and for the County of Coos, made on the 15th day of January 1910, John A. Hamblock was duly appointed executor of the Estate and last will and testament of John Hamblock deceased; that letters testamentary with the will annexed have been duly issued to the said John A. Hamblock, and that he is now qualified and acting. Therefore all persons having claims against the said estate, are hereby notified to present the same with proper vouchers to the said executor at Bullards, Oregon, within six (6) months from the 24th day of February 1910, the date of final publication of this notice.

JOHN A. HAMBLOCK, Executor of the Estate and Last Will and Testament of John Hamblock, deceased.

GEO. P. TOPPING, Attorney for Estate. 3-5t.

## NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at Roseburg, Oregon, January 24, 1910.

Notice is hereby given that George Moland, whose postoffice address is Bandon, Oregon, did on the 22d day of April, 1909, file in this office Sworn Statement and Application, No. 04914, to purchase the nw 1-4 of sec. 1-4, section 9, Township 29 S., Range 14 West, Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law" at such value as might be fixed by appraisal, and that pursuant to such application, the land and timber thereon have been appraised, \$100 the timber estimated 250,000 board feet at \$40 per M, and the land \$5 nothing; that said applicant will offer final proof in support of his application and sworn statement on the 12th day of April, 1910 before A. D. Morse, U. S. Commissioner at his office, at Bandon, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

BENJAMIN F. JONES, Register. 4-10t.

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Finishing lumber of all grades will be delivered to any part of the city on short notice. Apply to Rockwell Bros. on the S. S., Little place, 2 1/2 miles southeast of Bandon. 4ctf