

GOOD GYPSUM ROAD.

Successful Experiments With the Mineral Made by Kansas Experts.

W. S. Gearhart, state highway engineer of Kansas, who recently returned from an inspection tour through the southwestern part of that state, says the county commissioners in that part of the state believe in permanent roads and permanent bridges. Mr. Gearhart is well pleased with the results of the experiment in road building through the sand hills near Garden City.

"A little more than a year ago," he said, "the commercial club and the county commissioners requested the office of public roads to send a man out to investigate possibilities of improving this road. Mr. Spoon, the sand clay expert, made them a visit and found that there were large deposits of gypsum all along the road. Tests were made on the gypsum, showing that it would make a good binder for the sand. The people decided to construct 700 feet of road under the direction of Mr. Spoon, and it was so satisfactory that they have now finished six miles of road at a total cost of \$3,500. The 700 feet constructed first is smoother now than the remainder because the sand and gypsum were thoroughly mixed by plowing, disking and harrowing. The remainder was constructed by placing six inches of gypsum on the sand for a width of twelve feet and then a few inches of sand were placed on top of this and left for the traffic to do the mixing."

"It requires about two years to get a road in first class condition when constructed in this manner, but it is much cheaper than the other construction. Hot, dry weather is the worst enemy of this type of road, but despite the drought it is now in excellent condition and compares very favorably with the best macadam roads. The surface is hard and smooth and shows no signs of wear."

"The only complaint any one has to make is that the road is so smooth that locks must be placed on the wagons so that they can be safely taken down the hills. Some still refuse to get a lock and in going down drive with one wheel out in the sand and the other on the hard road. One year ago the sand on the road was so bad that people living ten miles south of Garden City, just beyond the hills, hauled their grain forty miles south to a railroad station, while at present grain and produce are being hauled twenty-eight miles north to Garden City."

"It is a place to go to be 'shown' if one has any doubt in his mind about the possibility of successfully constructing a sand, gypsum or clay road."

ROAD REPAIRER ENJOINED.

Physician Who Tried to Improve Highway Served With Injunction.

Widespread interest has been created in good roads circles in the case of Dr. Donald McCaskey of Witmer, Pa., who has been restrained from making further improvements to the Witmer road, a much traveled thoroughfare of East Lampeter township.

The physician, after failing to get the road supervisors of his local township to fix a dangerous and unkept half mile of yellow clay roadway, in desperation and at his own expense began to make repairs to the road himself. The doctor built King road drags and hired horses from farmers throughout the community who would rent them, and, not being able to induce anybody to repair the road for him, the physician drove the team and rode the drag himself. Occasionally a small boy was taken along to stand on the drag for ballast.

After fifteen hours of strenuous labor distributed over a period of six to eight weeks after each rain the neglected byroad was transformed into a substantial highway. All that was used was the simple wooden instrument termed the split log drag, which can be made by any farmer out of a log or a few boards.

The physician's efforts worked such a transformation in the minds of the incredulous inhabitants of his community that the road drag met with popular favor, and the road officials began to be critically censured for their alleged indisposition to fulfill the duties of their official office.

They promptly secured an injunction restraining the physician from doing any more work of the kind, alleging that he had done this work "to the injury of the road at times and to the inconvenience of the traveling public." The case is still before the courts.

Good Roads as Memorials.

W. W. Mitchell, one of the men of means at Cadillac, Mich., has offered a bonus, said to be as much as \$300, for each mile of good road constructed in Wexford county in the next three years. Presumably one of the principal highways leading into the county seat will be known as the Mitchell road. Whether it is or not, the aid given in the creation of a county system of improved highways will cause Mr. Mitchell to be held in grateful remembrance by future users of the roads.

State Supports Good Road Cause.
The state of Rhode Island has taken in about \$43,000 so far this year for automobile registrations. The money goes into the fund for repair and maintenance of roads.

Good Highways in Cuba.
General Carlos Garcia-Velez, minister from Cuba to the United States, says that Cuba has 1,300 miles of the most excellent macadam roads constructed of crushed coral.

MERIT WILL WIN TRADE.

But It Must Be All Around Merit, Not the Halfway Sort.

Not long ago we took occasion to remark that merit was always rewarded. A grocer friend has taken issue with us—not on his own account, however, for he has both merit and success, but because he has failed to trace the connection between the two. His argument consisted of example, and he pointed out an instance which he believed practically upheld his contention.

He knew of a fellow merchant. This man is competent, honest and reliable. He has met with hard fortune at several turns of the road of life, and he has been forced into a sad and irretrievable failure. He handled goods that were good, and he worked hard and with some intelligence, but price cutters and catalogue houses descended upon him, and what they left for him wasn't sufficient to support him, so he dropped out of the race.

The merchant referred to had merit as a man no doubt, but he was not a good merchant. After some persistent questioning we learned the secret. He had some of the elements, but not enough of them. He was a good buyer, but a poor seller, and his place was as an employee and not an employer. He was honest, but he was not far-sighted, and both are necessary to success. He was reliable, but he was not courageous, and courage must back up the man who wins in the hard battle of independent merchandising. He carried good goods, with quality behind them, but he did not advertise them.

There it is. He did not possess the qualities of merit as a merchant or success would have been his reward. He had some, but not all, of the constituents. He knew something, but not enough; he did something, but not all. Merit in a store is no halfway article. It goes the whole length of the course.

It may seem harsh and unfeeling to assert that he did not deserve to succeed, but we believe that he did not, for merit is always followed by success and reward. The trouble with our critic is that he does not comprehend what merit means. Merit in merchandising includes all that good merchandising is.—West Coast Trade.

FOR A SPOTLESS TOWN.

Women Will Dust St. Louis Street Cars Before Riding.

As a protest against the cobwebbed and dusty conditions on a street car line in St. Louis, the women's auxiliary of the North Side Commercial association of that place took the pledge recently to volunteer as car cleaners. Each of the sixty members will carry a whisk broom and dust cloth and before sitting down in the car will brush the seat with the broom and clean the window with her dust cloth.

The wife of a prominent manufacturer leads the movement and borrowed a whisk broom and dusting cloth when going home from a recent meeting. She dusted the seat and cleaned the window, to the amazement of the spectators and the discomfiture of the conductor.

Numerous petitions have flooded the offices of the United railways demanding improvements on their lines, but without avail.

Germany's Novel Movement.

Germany has started a unique movement for the improvement of towns and small cities by constructing a number of garden cities, one Berlin society having acquired a large plot of land on the northern outskirts of the city for the construction under the name of Frahuu of the first real garden city of the capital.

This city will be built in a picturesque hilly part of the state forest, will have its own railway station and will be laid out regardless of cost as regards external adornment. Judging from reports from all sections of Germany, the idea has taken a firm hold on the people, the feature most insisted upon being the abandonment of the flat house and the substitution of the small house and villa on the English model. In Bavaria, where there is always a shortage of houses, the government will transfer for garden purposes part of the state forests in the vicinity of large towns. At Magdeburg houses with large gardens for single families will soon be rentable for about \$60 a year American money. It is to be hoped that this country will soon undertake the same kind of development.

A Good and Lasting Memorial.

In 1880 a man who had watched with great interest the development of Cornell university, at Ithaca, N. Y., intimated his desire to present to it some memorial to express his love and interest for the institution. He had not great wealth, through which others had been enabled to present fine buildings, but he appreciated the beauty and value of trees, and so he conceived the idea of planting East avenue with elms. Long years ago the donor passed away, but his beautiful avenue remains as a living witness to his generosity, and at either end may be seen a stone bearing the inscription: "Ostrander Elms. 1880." In no better way can man erect for himself an undying monument to his public spiritedness and in no other way may he leave behind a more graceful or fitting tribute to his love of nature. Not only may man leave his own monument behind, but loving hands could plant a fitting memorial to many of our best and most public spirited citizens. To the writer all of our stone monuments and statues are most impressively ugly, and few indeed are worthy of preservation.

Charles Neal is Brought Back

Sheriff W. W. Gage arrived in last evening via Drain with "Coonskin Charley" who was recently recaptured at Pocatello, Ida. Today Sheriff Gage stopped over in Marshfield to serve some papers and "Coonskin Charley" was a guest at Hotel Carter.

"Coonskin Charley," whose real name is Neal, will have to answer an indictment charging the passing of forged checks. He may also have to answer a charge of flimflaming County Clerk Watson with the scalps of varmints killed outside of Coos county, but which he swore were killed in this county in order to secure the larger bounty.—Times.

Hoosier Submits New Fish Story

Bloomington, Ind., Feb. 9.—Dr. John Hazman, on an exploring trip in South America for the Carnegie institute of Pittsburg, has discovered the missing link in animal life between the salamander and the fish according to a dispatch received by Dr. Earl Eigeman, head of the Indiana university zoological department.

At the junction of the Rio Negro and the Amazon rivers near Manos, Brazil, the explorer says he recently found a fish with rudimentary legs.

The well known tow boat, Katy Cook belonging to the R. D. Hume estate, has been on the ways at the Kruse & Banks ship yards undergoing a thorough overhauling. She is now most ready for launching good as new.—Harbor.

First class job work a specialty.

The Oregon Agricultural College Winter Short Courses which close this week with the regular "Farmers Meet" have been the most successful from every point of view of any of the college short course work. The work offered has been more extensive and more thorough and the class of students has been more mature, and more progressive than those that attended in former years.

The following prominent and successful Oregon men have been secured to talk during Farmers Week at the Agricultural College: L. T. Reynolds, Salem, C. E. Whisler, Medford; Austin T. Buxton, Forest Grove; H. M. Williamson, Portland; Walter M. Pierce, La. Grande; D. O. Lively, Portland; W. K. Newell, Gaston; A. T. Mason, Hood River; A. H. Lea, Portland, Ferd Groner, Hillsboro.

The RECORDER \$1.50 per year.

Administrator's Notice

Notice is hereby given that the undersigned Anna May Wilcox by an order of the county court of Coos county Oregon, has been appointed as administratrix of the estate of Henry G. Wilcox, deceased. All persons having claims against such estate are required to present them within six months from the date of this notice, with the proper vouchers, to the undersigned at the office of G. T. Treadgold, in Bandon, Coos county, Oregon.

Dated this 15th day of February 1910.

ANNA MAY WILCOX,
Administratrix.
G. T. Treadgold, Attorney for Estate. 6-5t

Administrator's Notice

Notice is hereby given that the undersigned A. J. Counts, by an order of the County Court of Coos county, Oregon, has been appointed as Administrator of the estate of Linnie P. Counts, deceased. All persons having claims against such estate are required to present them within six months from the date of this notice, with the proper vouchers, to the undersigned at the office of G. T. Treadgold, in Bandon, Coos county, Oregon.

Dated this 15th day of February 1910.

A. J. COUNTS,
Administrator.
G. T. TREADGOLD, Attorney for Estate. 6-5t

Coquille River Transportation Co.'s Schedule

	Leaves	Arrives
Bandon		Coquille
Coquille, } 6:00 a m		8:30 a m
Dispatch, } 1:00 p m		3:00 p m
Favorite, } 7:00 a m		10:30 a m
Favorite, } 1:30 p m		4:00 p m
Leaves		Arrives
Coquille		Bandon
Favorite, } 7:30 a m		10:30 a m
Coquille, } 3:30 a m		11:30 a m
Dispatch, } 4:00 p m		5:30 p m
Dispatch, } 1:00 p m		5:00 p m

The Coquille connects with the trains at Coquille for Marshfield and Myrtle Point.

The up river passengers can connect to Bandon on the Favorite and have three hours here in which to do their trading and other business.

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