

Bandon Recorder

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FRIDAY.....January 20, 1911

Comparison of Weather

How would you like to be snow-bound on a railroad train with the thermometer 58 degrees below zero? This was the experience of a train load of people on the Great Northern, near Fieding, Mont., recently.

Back in the central west and extreme east the mercury has been from 20 to 40 degrees below zero and great snowstorms have been raging. Even in the so called sunny south they have been experiencing the most disagreeable weather imaginable, but during all this time Coos county has been enjoying the balmy zephyrs of a mild sea breeze, mixed a little, to be sure, with a southwest gale which raged along the coast during the fore part of this week, but which afforded no other inconvenience than to make navigation, both on land and sea, a little difficult. Although the gale was raging, yet the atmosphere was warm and the air balmy. Now, doesn't a comparison of this climate with that of other places make you glad you live in Coos county?

The Year 1910 Very Dry

The deficiency throughout the United States of moisture in 1910 has been the cause of much comment by scientists as well as unscientific men, but of course as usual no definite solution of the problem has been found.

A prominent New York journal in seeking a cause for the drought suggested that the great modern application of electricity had so drawn upon the reserve electrical supply of the earth as to affect the rainfall; that possibly the thunder shower energy had been exhausted.

Back came a leading scientist with the assertion that there never could be a material consumption of the world's supply of electricity, because, as a matter of fact, this element, though used, was not consumed. That is to say, any process by which electricity is obtained for commercial purposes produces as much positive as negative electricity, and thus the balance of power is undisturbed. This left all the world guessing again, and still the drought continued.

Even now the water supply in the lower Mississippi and Missouri valleys and east to the Atlantic coast is phenomenally and according to some reports alarmingly low. This condition does not prevail in the Pacific Northwest, though even along the coast the rainfall of the season has not been up to the average.

In New York City where records of the rainfall for the past 85 years have been kept, there was less precipitation in 1910 than in any other year of that long period.

The dry area extended throughout the United States, except portions of what is known as the black belt. Part of the great corn belt of the Mississippi valley had practical crop failures, while other parts, even though the weather was considerably dry, had excellent crops. This was true, particularly in Iowa, where more corn was raised than in any previous year, which, to some extent, took away the sting of the re-

port that the state had decreased in population during the past ten years.

But what we started out to say was, that though there was considerable suffering throughout the United States because of the great drouth, yet Oregon, and particularly Coos county, came through with her usual big yield of the necessities of life; all of which goes to show that this is a dependable country in which to live.

Governor West on Good Roads

Governor West's strong indorsement of the Good Roads cause in his message to the Legislature has given the better highways movement tremendous encouragement and strength.

"We may sing the state's praises to the sky and spend a fortune in advertising our resources to attract homeseekers and settlers," said Governor West, "but we will have but little success unless we can point to some movement toward the construction of Good Roads over which the products of the farm may be handled to market.

"Realizing how greatly the state was in need of good roads, and that through our slipshod methods of road patching thousands of dollars of the people's money was being squandered annually, a number of our public spirited citizens through their organization, the Oregon Good Roads Association, have thoroughly investigated the whole question of road building, and I understand will submit to your consideration a number of bills which embody their views and recommendations in the matter. Knowing that their recommendations are being prompted solely by an earnest desire to see this state gridironed by the best system of highways in the world, and at the least possible cost to the taxpayers, I ask that the whole question be given the most careful consideration by you."

With Governor West's support has been joined the promises of many legislators that they will support the Good Roads cause and the bills that have been framed to meet the good roads construction need.

Oregon good roads advocates are bending the strength of their united influence to secure adoption of five highway measures now pending before the legislature. These bills, made law, will set into motion and make possible a good roads campaign in every county that will result in actual miles of road built. But the plans formulated by the Oregon Good Roads Association contemplate more than road building, they are intended to aid in the building of better homes, better schools, and to make farm work pay better.

The unit system of road building is recommended for every county. This means that each county aided by the state will construct its own highway system in the way most needed by that particular county. The state highway commissioner, whose services are to be rendered under the state highway board, will advise as to best methods while at

the same time relating and connecting the better built highway system of one county to those adjoining so that the ultimate result will be a state wide system. This unit system has been found most effective and satisfactory in other states.

Every unemployed man in every county will be given work in road building according to the present plan. He will be made a producer of wealth and an agent of development. Convicts will be taken from the jails and made to prepare material and in instances where it is desirable actually build the roads. In Washington convicts thus employed, whether taken from city, county or state prisons, net the state a profit each of \$2.50. This means that they pay their way and a little better, and are no longer either a burden or menace to the community.

Making of macadamized roads is recommended wherever possible.

The State Highway Commissioner will have as a duty the spread of information explaining best construction methods. "One of the first and most valuable features of information will be the report of Professor H. M. Parks that Oregon counties have within their borders enough basalt and other splendid road making material to last forever. Trying to build the system of better roads all at once is not recommended. Improvement of existing dirt roads comes first, then macadamizing as fast as possible.

The bonding act is not intended to saddle debt on counties. It is expected to make immediately available \$10,000 from the state fund for every \$20,000 secured by bonding. Future generations who will enjoy the benefits and pleasures of improved highways even more than the present will pay for the roads gradually. If roads were built on cash outlay the cost would come before the benefits. Under the bonding act the road itself guarantees the outlay, and the enhanced value of property, the facilitated transportation and the larger returns from effort will meet interest and first cost. Good roads are an interest paying investment.

The general good roads committee appointed by Dr. Andrew C. Smith, President, and Judge Lionel R. Webster, chairman of the executive committee of the Oregon Good Roads association, is expected to impress legislators with the need for better roads in Oregon as well as to help in the county campaign.

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Seven Famous Outlaws.

ROBIN HOOD

Robin Hood is the personification of everything fascinating in outlawry, so much so that the story of his adventures has been told and retold so often, both in fiction and in song, that it has become difficult to sift the fiction from the fact, and there is at least a ratio of ten to one in favor of the former. But that Robin Hood actually existed there is little reason to doubt, either in himself or in the personage of some other Englishman who masqueraded under that romantic name.

Few questions in literary history have given rise to greater diversity of opinion than that of "Who was Robin Hood?" Many writers assign a historical origin to the outlawed he-

ro; others give him a mythological character while others again, regard him as purely a creature of the popular imagination. At any event there is a lasting fascination in the romance attached to Robin. Probably the conception that most of us have about the outlaw is founded upon or materially colored by his portraiture in Scott's "Ivanhoe."

The quasi-historical account is, according to Stukely, that Robin Hood was the son of William Fitz-Oath, Earl of Kyme, in the twelfth century; that, having lost or dissipated his property, he took to the life of an outlaw, and with his merry men "flected the time carelessly as they did in the golden age;" that he was pious—after his own fashion; lived a free and active life; was much beloved by the common people and others who were in distress; was in and out of favor with the king, but always the latter with sheriffs and clerical dignitaries; and finally at a good old age was treacherously put to death.

The antiquary Stowe says: "About 1190 lived Robin Hood. He suffered no woman to be oppressed, or otherwise molested; poor men's goods he spared, abundantly leaving them with that which by theft he got from abbeyes and the houses of the rich earls; but of all the thieves he was the prince and most gentle thief."

The earliest mention of Robin Hood in literature is by Langland, in the middle of the fourteenth century, not 120 years after the date given for his death, and the manner of the references makes it plain that ballads concerning him were then familiar to all.

The theory that Robin Hood was no other than the Earl of Huntingdon is supported by an alleged epitaph over the outlaw's grave at Kirkstrees, Yorkshire, England: "Here undernead dis laithstein Laiz Robert, Earl of Huntingdon. . . . piple kaud im Robin Heud."

As we see him in the old ballads, it is not his robberies that are so much recorded as his bravery, his simple piety, his loyalty to his comrades and his succor of the oppressed. The death of Robin Hood shows him pious and chivalrous to the last. Feeling ill he visited his cousin, the prioress of a nunnery, who undertook to bleed him—and did this so effectively as to kill him. He had only strength feebly to blow his horn, the faithful Little John, who in his rage besought his dying master for leave to burn the nunnery, Robin refuses:—

"I never hurt a woman in my life . . . Nor at my end shall it be." And so he died and was buried at his own wish on the spot where fell the last arrow he shot—"with a green sod under my head, and an other under my feet. And my bent bow by my side, which was music sweet."—Oregon Journal

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Advice to the Sibylous.
If you say want of the note,
Try, try again.
You may strike it, miss your soul
Try, try again.
Don't be down upon the floor
Of the porch, beside the door.
If it falls and you come
Try, try again.

Uncertain.
Constn Bob—No Arthur proposed last night?
Maud—Yes.
Constn Bob—And did you accept him?
Maud—I was so awfully excited I don't know whether I accepted him or not. If he comes tonight I did, and if he doesn't I didn't.—Quincy Patriot.

Strong Evidence.
I wouldn't criticize my dad.
But I do think
That he last evening must have had
A bit to drink.
My words about my kin and kith
Are very few,
But dad was manifestly with
A rummy crew.

The flagon evidently passed.
I know it, for
When dad came in last night he sassed
The janitor. —Kansas City Journal

A Case For the Board of Health.
"Yes," said Barkus as he lit an oppressive two cent cigar and began puffing up on it, "I must confess I am puffing up on it."
"Well, all I've got to say," said Binks, jumping to windward of the smoker, "is that if we had a live health officer in this town that weed would be pulled."—Harper's Weekly.

Still Better.
Mrs. Blase—Have you begun your suit for divorce?
Mrs. Highupp—No, but I've begun the suit I'm going to wear when I get my divorce.—Puck.

Measuring Time.
We know how to understand,
And it was quite a blow
When she forsook our neighborhood
About nine years ago.
But now the lady when we pass
No friendship doth refuse
She got beyond our humble class
At least three husbands since.
—Louisville Courier-Journal.

The Miscellaneous Marksmen.
"I'm rather a poor hunter," said the man who likes outdoor life. "I miss everything I shoot at."
"That's all right," replied the guide, who has a proper regard for his personal safety. "But do you miss everything you aren't shooting at?"—Washington Star.

Coming.
Ring out the old, ring in the new,
Ring in the oysters, fried and stew;
Ring out the berries and the fruit,
Ring in the molasses, and to boot
Ring in the waffles that are best
In glory over all the rest.
When gravy, seasoned rich and fine,
Flows o'er them in a golden wine.
—Baltimore Sun.

It Didn't Look Right.
"I understand Brindle and his wife have quarreled. What was the cause?"
"Why, Brindle lost his wife in the crowd and went about pecking under all the peach basket hats that looked like hers, and she saw him and got mad."—Cleveland Plain Dealer.

Taking Things.
The airship man who swoots on high
And defies the wind and the rain
Not only takes his life in his hands,
But also his aeroplane.
—Boston Herald.

Filled the Bill.
Employer—I want a maid who is strictly honest.
Applicant—Shure and O'm that, mum. O'm not willing to say yez are out when yez are in. —Philadelphia Ledger.

She Warned Him.
As the airship ascended one night
Miss Phillis shrieked loud in affront,
"Oh, captain, beware
Of colliding up there
With Benjamin Franklin's silk kite!"
—Chicago News.

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