4

Local Lore

"FIFIELD"—The "ONLY WAY." 42-tf

S. J. Culver arrived in from Camas Valley last night to look after business affairs.

WANTED, to borrow $1000 at 10 per cent. for three to five years. Good close in real estate as security. Address J., care of Recorder. 4tf

Were you ever in trouble and called on your bosom friend? Bowser's wife did. Opera House, Wednesday evening.

Don't forget that they have the best Stoves in town at Claude Woodruff's Furniture Store. 10-12

This is St Valentine's day and some Bandonians are receiving "Comtibl" tokens of esteem.

Reserved seats on sale for "Bosom Friend of Bowser's" at J. T. Mars. They are going fast.

Contractor T. T. Hill is rushing the work on the Cosens building as rapidly as the weather will permit.

WANTED TO RENT—A Piano in good condition. See Miss Mary Marsh. 11tf

The Pythian Sisters' ball in Bank Hall Saturday night was a success in every particular. About 65 tickets were sold and all enjoyed the occasion very much. Supper was served down stairs by the ladies, and it was one of the finest that has ever been spread before Bandon people.

The cheapest place to buy is at Claude Woodruff's Furniture Store. Good Brooms at 35c. Clothes Pins at 10 a doz., 5 doz. for 5c. 10-12

Miss Calla Chandler of Myrtle Point is here visiting at the W. W. Deyoe home and has accepted a position in the telephone office.

H. F. Morrison's building on First street is now nearing completion and will be well adapted to the purpose for which he is building it. The first floor will be occupied by Mrs Morrison for a milliner store, and Mr. Morrison will open a barber shop in one room. They will have living rooms up stairs.

WANTED—A saddle horse for 30 or 60 days, for his keeping. Little use and best of care guaranteed. Apply at this office. 10-11

Wm Dungan and wife are moving to Bandon where Mr. Dungan will have his headquarters hence forth.—Coos Bay Times.

Seed Oats at Hoyt's 11

Do you like to laugh? "See Bosom Friend of Bowser's" Opera House, Wednesday night.

The monthly supper of the Ladies' Aid of the Methodist Church has been postponed. 11

J. L. Kronenberg and family have moved into their new residence in Bandon Heights. This is one of the finest residence properties in Bandon, and will certainly be a beautiful home for the Kronenberg family. Bandon is more and more becoming a city of homes as the years go by.

Don't forget that T. W. Robison is handling all kinds of hay, grain, feed, etc., at the very lowest prices. 40-tf

The formation of a syndicate to clear logged-off lands of southwest Washington and place them on the market is a step that might be followed with profit on this side of the Columbia river. These lands, once cleared are among the most valuable for diversified farming, fruit growing and dairying. To put them to use is to make a great addition to the wealth of the state.

Dr. M. O. Stemmler made a tryout of the road between here and Camas valley the latter part of the week. He found that the travelling was very good between Myrtle Point and Remote, but that beyond Remote the road is slightly in need of fixing. He is confident that with the coming year's work the Coos county end of the middle Fork road will be in good condition the year around. It is said to be the plan of the county commissioners to begin the coming summer's work at the county line, working this way.—Myrtle Point Enterprise.

Coos County Directory.

Representative	Ed. Ruckleff
Sheriff	W. W. Cage
Clerk	James Watson
Surveyor	A. N. Gowle
Treasurer	T. M. Dimmick
Assessor	T. J. Thrift
Coroner	Dr. Golden
County Judge	John F. Hall
Commissioners	G. J. Armstrong, W. T. Demens

BANDON CITY DIRECTORY

Mayor	J. W. Mast
Recorder	F. B. Knaggs
Treasurer	C. Y. Lowe
Municipal Judge	Geo. P. Topping
Attorney	F. J. Feeney
Councilmen	G. Bink, M. Breuer, P. C. Stevenson, H. Mauriet, R. W. Boyle, R. W. Windsor.

BANDON TIDES

HIGH WATER

Wednesday, February	15	1:28 a. m.	8.3 ft
" "	15	1:16 p. m.	8.6 ft
Thursday, February	16	2:02 a. m.	8.4 ft
" "	16	1:59 a. m.	8.0 ft
Friday, February	17	2:36 a. m.	8.4 ft
" "	17	2:43 p. m.	8.6 ft

LOW WATER

Wednesday, February	15	7:35 a. m.	2.0 ft
" "	15	7:50 p. m.	0.0 ft
Thursday, February	16	8:15 a. m.	1.7 ft
" "	16	8:22 p. m.	0.7 ft
Friday, February	17	8:54 a. m.	1.6 ft
" "	17	8:53 p. m.	1.4 ft

Seed Oats at Hoyt's. 11

Duck eggs for sale.—Mrs. Frank Moore, the Plank Road. 10-15-x

See A. A. Paull for best grade coal. Phone 382. 66tf

See the troubles of a poor married man—"Bosom Friend of Bowser's" Wednesday evening.

A new line of Baby Buggies at C. Woodruff's Furniture Store. All have the Storm Curtain. Call and inspect them. 10-12

Rag carpet and rugs woven for 25c per yard, warp furnished. Address Mrs. L. J. Foster, Bandon. 11-tf10

A government revenue man from the Portland office is in Bandon today looking over the various business houses acting under government license.

Dr. J. D. Kelly in the future will treat all cases for prices prevaling at Coquille, which are as follows: Visit in town, $1.50; office call, $1.00; confinement, $15.00. Also furnishes medicine free except in chronic cases. 11-tf8

The monthly supper of the Ladies' Aid of the Methodist Church has been postponed. 11

FOR SALE—One team draft horses weight 1450. Price $125. Will exchange for cattle. Inquire of M. Edwards, Parkersburg. 10tf10x

A lot of wreckage, consisting of lumber, shingles, oil tanks, etc., have drifted in on the beach today. Probably the deck load swept off of some vessel in the storm.

Definition FIFIELD—"Superior to all others"—Why not patronize the best and "ONLY WAY?" 54tf

Sedentary habits, lack of outdoor exercise, insufficient mastication of food, constipation, a torpid liver, worry and anxiety, are the common causes of stomach troubles. Correct your habits and take Chamberlain's Stomach and Liver Tablets and you will soon be well again. For sale by C. Y. Lowe.

This is farmers' week at the Oregon Agricultural College, and there is a large attendance of those interested in agricultural problems. Lectures and demonstrations of the greatest value to farmers are being given. These cover stockraising, dairying, horticulture, and intensive farming, practically every branch of the industry. The attendance is much larger than during the special short courses of former years and great interest is shown by farmers from all parts of the state.

The Willow Tree.

The tree which has the largest area under ground is the weeping willow. This tree's roots spread to such an extent that should there be any trees or shrubs planted within thirty feet of them in a few years the roots of the willow will be found intermingled with them.

MAN IS FORGOTTEN

Underlying Cause of Casualties of Industry.

DEATH THE PRICE OF A JOB.

Worker Who Won't Take Chances Soon Loses Employment—Two Railroad Rules That Show What Value Is Placed on the Toiler.

At the fourth annual meeting of the American Association For Labor Legislation in St. Louis Daniel L. Cease, editor of the Railway Trainmen's Magazine and member of the national commission on employers' liability, submitted a paper on "Compulsory Compensation For Injured Workmen." He said that the railroad casualty statistics for the last year showed that nine men were killed each twenty-four hours and that one was injured or killed every seven minutes. One man was killed for each 266 employed and one was injured for every nine employed.

"It is customary to aver that compensation for injury and death will go a long way to reduce casualties, meaning that employers will install safety devices and exercise greater care in the operation of dangerous machinery, but I feel sure that even with assured compensation and the most perfect safety devices there will always be a most terrible loss of life and limb. We have reached that stage in industry of which it can be said we have gone 'output mad.' Every scientific means, every mechanical device, has been employed as an aid to production, and with it the man has been shifted to the high speed which reduces the efficiency of safety devices, for it places the entire question of safety automatically upon the device.

"I almost wish my paper had been confined to the specific rules for safety that are supposed to be in operation on certain of our railroads. These rules are for the legal protection of the company, and it is not intended the employees will observe them literally. These rules are used as common law defenses against liability and are forced on the employee as a condition of employment.

"I will quote a paragraph from an official railroad bulletin of the 'protection to the employee' kind, and then I will quote from a letter issued by a superintendent to his employees. I quote from the bulletin:

"'Employees,' before they attempt to make couplings or to uncouple, will examine and see that the cars or engines to be uncoupled or coupled, couplers, drawheads and other appliances connected therewith, ties, rails, tracks and roadbed are in good, safe condition. They must exercise great care in coupling and uncoupling cars. In all cases sufficient time must be taken to avoid accident or personal injury.

"This rule is for the legal defense of the company. Now note the rule for the men:

"'Entirely too much time is being lost, especially on local trains, due to train and engine men not taking advantage of conditions in order to gain time doing work, switching and unloading and loading freight. Neither must you wait until train stops to get men in position. It is also of the utmost importance that enginemen be alive, prompt to take signals and make quick moves. In this respect it is only necessary to call your attention to the old adage, which is a true one, that when train or engine men do not make good on local trains it thoroughly demonstrates those men are detrimental to the service as well as their own personal interests, and such men, instead of being assigned to other runs, should be dispensed with. I am calling your attention to these matters with a view of invigorating energy and ambition, in order that your families who are dependent on you to make a success shall not some day point the finger of scorn at you and that the public may not be able to say you lost your position due to lack of energy and interest in your own personal welfare, for which you can consistently place the responsibility on no one but yourself.

"Compare the bulletin with the letter and note the difference. I say to you now that if railroad employees observed the companies' rules for safety the railroads of the United States would be within twelve hours hopelessly congested.

"A system of almost perfect mechanical production has been installed, and the man must keep pace with it. So much must be produced per man per machine per hour, and the man knows if he falls below the minimum of production he will lose his job, and a job is a job even in this land of opportunity. He knows the inexorable rule.

"Does it not appeal to you that there is an underlying cause other than negligence that is responsible for the casualty record? We have been so busy making money that we have forgotten the real man who made it, forgotten his family, neglected ordinary rules for national welfare and safety, until we are overwhelmed with the enormity of our industrial offenses, and we hope shamed into an effort toward forcing restitution. I say 'forcing,' for it never will be made otherwise.

"We ask that every human sacrifice be fully compensated without having to wait for the delays and uncertainties of the courts; we want the injured not to have to suffer mental pain with his physical ills for fear of the future for himself and his family; we demand medical, surgical and hospital attention; we want certainty of responsibility fixed for the employer, with certainty of compensation fixed for the employee; we want the defenses of negligence, fellow servant and assumption of risk eliminated; we want all the common law defenses now open to the employer removed and the professional risk to rest upon the profession, not upon the man. That is, I believe, the only way we can enforce compensation."

A BRUTAL SYSTEM.

The railroads in our country kill an average of 5000 persons a year and injure eight times as many more, most of whom are workingmen.

Can it be possible that there is no remedy for this wholesale slaughter? Is there no compensation for the women and the children who remain? Must workingmen themselves pay the price not only for their personal mishaps, but out of their earnings pay also for the mishaps of their fellow workers? Shame on any law or system which penalizes the workers for accidents for which they are responsible to only a limited extent, freeing from practically all care and responsibility those whose interest are being served by faithful men who give their lives so that the world might be a gainer.—Rev. Charles Stelzle.

WHY NO PARCELS POST?

John Wanamaker's Four Reasons Now Reduced to One.

Commenting on the recent strike of the express drivers the New York World pertinently says:

"If the express trust had set out to spread before 7,000,000 people the most convincing object lesson of the pressing need of a parcels post, its managers could hardly have succeeded better than they have done during the strike of their employees.

"The violence of the men and their sympathizers has been met and matched by the shiftiness, the evasions and the arrogance of the trust and by its utter disregard of public loss and inconvenience. It has merited the mayor's rebuke by its misrepresentations. It has compelled the president of the Merchants' association to do what it should have done itself and put its terms of settlement into intelligible form to end the deadlock in the public interest.

"Is it not also intolerable that such a public business should longer remain in the hands of an extortionate private trust? 'Is it not time we had,' as Mayor Gaynor asks, 'a parcels post like that of other civilized nations?'

"Is is not an indictment of American business sense that the rural free delivery drivers should serve their public at a loss to the government when loss might be turned to profit simply by putting parcels in their wagons?

"Is it not a humiliating comparison that the German domestic post will convey a parcel weighing 110 pounds, ours one weighing only four pounds? Is it not discreditable to us as a practical people that our postoffice, in its polite desire not to annoy the express trust in its golden monopoly, will not carry eleven pounds of merchandise for you one mile unless you divide it into three portions and pay $1.70 postage, while the German post will carry it anywhere within the country for 12 cents?

"John Wanamaker as postmaster general found four reasons why we did not have in his day a parcels post—the Adams, American, United States and Wells-Fargo Express companies. Today there is but one reason—the express trust. Public convenience, business economy and the honor of the nation among civilized communities cannot much longer be balked. In the growing anger of the people, by such a barrier."

Labor Legislation In Cuba.

The three following bills affecting labor conditions in Cuba were recently introduced in the chamber of representatives:

To fix the legal maximum at eight hours for all laborers in the republic who are paid a fixed salary (excluding those who do "job" work).

To repeal article 567 of the penal code, which penalizes those who combine to increase or decrease in a manner contrary to law (abusivamente) the price of labor or to regulate its conditions.

To require that 75 per cent of the laborers employed in agricultural, industrial or commercial work and 75 per cent of the apprentices in the same line shall be native or naturalized Cubans.

Trade Union Notes.

The Bank Clerks' union of New York city threatens to strike unless wages are raised.

The United States Steel corporation has within a few months laid off 46,000 men and is still laying them off.

Nearly 1,700 agreements between employers and their employees, affecting directly 2,400,000 working people, are in force in Great Britain.

The Brotherhood of Locomotive Firemen and Enginemen has purchased a large lot at Cleveland and will erect a national headquarters building.

William H. Frazier of Boston was re-elected international secretary-treasurer of the Seamen's union, and the headquarters office will remain in that city.

In Oregon by direct legislation the voters have got rid of the fellow servant rule and the assumption of risk and contributory negligence features in the employers' liability laws.

More than 90,000 railway employees in Italy have made a demand for an increase in their wages amounting to $8,000,000, while the government is ready to grant an increase of $4,000,000.

BANDON OPERA HOUSE
One Night Only
Wednesday, Even'g Feb. 15

Bernell Stock Co.
PRESENTS
BOSOM FRIEND OF BOWSER'S
3 Act Farce Comedy
A Scream from Start to Finish

Prices 50c, 35c, 25c. Reserved seats on sale at J. T. Mars'.

PAULL'S TRANSFER LINE
A. A. PAULL, Proprietor
Heavy and Light Draying, also dealer in Dry Fir Wood and Gee's Coal.
Phone 382 Barns Timmons' Old Cannery

SHIELDS & KENNEDY
BLACKSMITHS AND WAGONMAKERS
Wagons of all Kinds Made to Order Horseshoeing a Specialty
Job Work attended to promptly and all work guaranteed to give satisfaction. Prices reasonable. Shop on Atwater Street, Bandon, Oregon.

Jamaica.

Jamaica is more populous in proportion to its size than Spain, Turkey, Russia and some other European countries. The white people, however, are outnumbered by the black and colored by nearly fifty to one.

Weight of Milk.

There are 45.4 quarts in 100 pounds of milk.

Cloudy Mirrors.

Cloudy mirrors should never be seen in a house. Rub them with a cloth wrung out of cold water and dipped in dry whiting and then polish them with a dry duster and they will bring you credit.

Small Bits of Gold.

Gold is so very tenacious that a piece of it drawn into wire one-twentieth of an inch in diameter will sustain a weight of 500 pounds without breaking. Its malleability is so great that a single grain may be divided into 2,000,000 parts and a cubic inch into 9,223,369,520 parts, each of which may be distinctly seen by the naked eye.

Snow and Vegetation.

A study in Germany of the protective effect to vegetation of a mantle of snow has disclosed the fact that the heavier the snow the greater its power to protect what is beneath it.

An Old Ox Cart.

The Los Angeles chamber of commerce has what is claimed to be the oldest vehicle in the United States—an ox cart built by Pueblo Indians in the seventeenth century.

The First Congress.

The First congress was elected in November of 1788 and was assembled in special session March 4, 1789—earliest possible date. Its predecessor, the Continental congress, first met Sept. 5, and after holding fourteen sessions at various cities, the choice of location not being entirely optional, was adjourned sine die Oct. 21, 1788.

Grasshoppers.

The grasshopper isn't a chicken, although it lays eggs, but it has a gizzard as a chicken has, except that the grasshopper's gizzard has sharp, horny teeth.

Atlantic Ocean.

The Atlantic ocean takes its name from Mount Atlas.

An Odd Inscription.

At Wymondham, Norfolk, England, is this inscription at an old country house engraved on an oak board and all in one line: "Nec nishi ; is servus, nec hospes hirudo." Translated from the Latin, in which it appears in antique Roman capital letters, it may be rendered "No dormouse as a servant for me, neither a horse leech for a guest."

Ready Made Sermons.

There are several places in London where preachers can buy sermons printed. They cover all subjects and can be had for every season.

Eggs of the Kiwi.

The relatively largest egg is laid by the kiwi, a strange, wingless New Zealand bird. The egg is no less than five inches long, although the extreme length of the bird itself is only twenty-seven inches.

When her child is in danger a woman will risk her life to protect it. No great acted heroism or risk of life is necessary to protect a child from croup. Give Chamberlain's Cough Remedy and all danger is avoided. For sale by C. Y. Lowe.

BOOTS - AND - SHOES

You can't expect to get $2 worth for $1, but you can get your money's worth at

M. BREUER'S

Dealer in Boots and Shoes.

Repairing neatly and promptly done at lowest living prices

400 Trap Nested Barred Plymouth Rocks.

Our matings have produced Standard Bred Specimens of Exhibition Quality, with records of 242, 227, 222 eggs in 365 days.

Baby Chicks and Eggs for Hatching.

Book your orders now for spring delivery. A few Cockerels from heavy laying stock for $5.00.

PLYMOUTH PLACE POULTRY YARDS.
FRED BACHMAN, Prop.
Box 485 Marshfield Phone 288

Notice of Hearing of Final Account of Administrator.

Notice is hereby given the final account and report of Nels Rasmussen, as administrator of the estate of Madison I. Swift, deceased, has been filed in the County Court of Coos County, Oregon, and that the 6th day of March 1911, at the hour of 10 o'clock a. m. thereof, has been duly appointed by the court for the hearing of objections to such final account and report and the settlement thereof, at which time any person interested in such estate may appear and file objections thereto in writing and contest the same.

Dated at Bandon, Coos County, Oregon, this 12th day of January, A. D., 1911.

NELS RASMUSSEN,
Administrator of the Estate of Madison I. Swift, deceased. 3-16-T

Notice of Sheriff's Sale.

Notice is hereby given that under and by virtue of an execution issued out of the Circuit Court of the State of Oregon for the county of Coos, on the Second day of February, 1911; in a certain action wherein James Tierney is plaintiff and Peter Schneider is defendant, being case No. 2041 of said court, and commanding me to make the sum of Five Hundred Dollars ($500) with interest from the Fourteenth day of December, 1910, at the rate of 6 per cent. together with accruing costs, out of property belonging to said defendant, I have this third day of February, 1911, levied upon, and will, on Saturday, the 11th day March, 1911, at the hour of Ten o'clock in the forenoon of said day at the front door of the county court house in the city of Coquille, Coos county, Oregon, offer for sale and sell at public auction to the highest bidder for cash in hand all the right, title and interest of the defendant, Peter Schneider, on or after the Fourteenth day of December, 1910, in and to the following described property, to-wit:

Eighty-five feet off of the East end of lots One (1) and Two (2) of block Seven (7) in Woolen Mill addition to the Town of Bandon, also lots Six (6) and Seven (7) in block Eight (8) in Azalea Park Addition to said Town of Bandon Coos County, Oregon, according to the official plats of said additions on file and of record in the office of the County Clerk of Coos County.

Dated this 3d day of February, 1911.

W. W. CAGE, Sheriff Coos Co., Ore.
By C. A. Gage, Deputy. 9-5T