



**City Election Notice.**

Notice is hereby given, that a regular Election has been called and will be held within the corporate limits of the City of Bandon, Coos County, Oregon, on the 19th day of June, 1912, for the purpose of electing one Mayor and one Recorder, to be elected by the electors of Bandon at large, and for the purpose of electing Six (6) Councilmen; Three (3) to be elected from Ward No. 1, West, by the qualified voters in said Ward, and Three (3) to be elected from Ward No. 2, East, by the qualified voters in said Ward, and, further, for the purpose of submitting to the voters of Bandon at large at said Election the following measures for their approval or rejection: (An Ordinance prohibiting live stock from running at large within the corporate limits of the City of Bandon, proposed by Initiative Petition filed in the office of the City Recorder of the City of Bandon on date of March 5, 1912), also, (An Ordinance authorizing the purchase of a City Park, and the appropriating of money therefor, proposed by the Common Council of the City of Bandon, filed in the office of the City Recorder on date of May 8, 1912).

Such election will be held at the following places in the City of Bandon: all voters residing in, and registered in Ward No. 1 will vote at the City Hall, and all voters residing in, and registered in Ward No. 2 will vote at the Fire Hall. The polls in each ward will be open and closed as follows: They will be opened at the hour of 9 o'clock A.M. on said day and will remain open until 1 o'clock P. M., and will then close until 2 o'clock P.M., and will then be opened at 2 o'clock P.M. and will remain opened until 7 o'clock P.M., and will then be permanently closed at 7 o'clock P.M. of said day.

The Boards chosen by the Common Council to conduct said Election are as follows:

In Ward No. 1, R. C. McKinnis, T. T. Allen and J. N. Langlois as Judges, and Chris Rasmussen and Geo. Manriet as Clerks.

In Ward No. 2, E. B. Henry, W. H. Logan and S. Mundy as Judges, and A. J. Barre and Harry Lee as Clerks.

This notice is given pursuant to the provisions of the City Charter and also to an order of the Common Council made at a regular meeting thereof held upon the 15th day of May, 1912.

Dated at Bandon, Oregon, this 6th day of June, 1912.  
43-1f E. B. KAUSRUD, Recorder.

**Coos County Should Have a Branch Experiment Station.**

To The Editor:

Will you kindly give space in your columns to the following and once more give evidence of your devotion to the people. Between the 14th and 29th of June next, Commissioner A. H. Carson, of the State Board of Horticulture, accompanied by Prof. Reimer of the Medford Branch Experiment Station, and Professors Jackson and Wilson of the Corvallis Station, will tour Coos County, visiting the principal producing centers, and addressing meetings of farmers, upon agricultural and horticultural subjects. These visits from recognized authorities on farming subjects, are certain to be of great value to all who hear their talks, and every producer from the soil should turn out and attend one or all of the meetings scheduled to take place next month. It is to be regretted that we have so few opportunities to hear practical experts on these subjects, but there is a very good reason for their seldom coming and the answer is the two hundred odd miles from Corvallis to Coos. Two years ago Harney county provided the land buildings and permanent equipment for a Branch Experiment Station, and the Legislature at the last session provided for \$4,000 per year to maintain and operate it, the appropriation to be used under the direction of the Board of Regents of the O. A. C. (see Laws of 1911, page 115.) The Harney Station has been of incalculable value to the farmers of that region, in solving the agricultural problems presented, by developing practical methods to increase diversity, volume and quality of farm

products. This coast region of our State, presents climatic conditions radically different from the interior, and the need of this region for expert advice in such variety makes submission of our problems to the Corvallis Station not practical hence this movement to secure a Branch Experiment Station. We already know that this section of the State is capable of producing the highest quality of all farm products indigenous to the temperate zone. True many of these are not produced on a commercial scale, but that is simply because we do not know what our soils to select for a certain crop, nor what crop for a certain soil, for greatest returns, and at the same time conserve the productivity of the soil.

Observation carefully totalled for the last three years show that Coos county is sending out every year for fresh and canned vegetable food products, over \$40,000, notwithstanding the fact that we have the soil and climate to grow all this produce, and could have car loads to ship. The dairymen of Coos county are annually shipping in twice this value of feed for their herds, a great portion of which, by modern methods of soil management, can unquestionably be produced at home. All these problems are within the scope of the Experiment Station, but two hundred odd miles is too long a radius when one is continually in need of the service. There is ample work in soil testing, crop rotation, soil, crop disease control, and kindred activities, to keep an energetic staff on the jump the year round, even under present stage of development of the country, to say nothing of the areas which are added yearly to the tillable acreage of this section of Oregon. Currá, Coos, and the western portion of Douglas would be conveniently

served by such a station. Our county court has shown a disposition to be progressive and indulgent of the wishes of the farmers in horticultural matters, and if the people of Coos county will awaken to the positive, pressing present need of an Experiment Station in our midst where our wants may be quickly and practically served, and will individually and collectively urge the establishment of such an institution, I am confident the county court will make provision for the proposed station, contingent upon state appropriation for maintenance and operation, which latter we have every assurance will be made. I earnestly urge upon all organizations of farmers, and upon all individuals who have at heart a desire to see Coos county progress and keep pace with the advance of practical science, to support this movement aggressively. If this Branch Experiment Station is established, it will mean to Coos county; the solution of the important problems which retard diversified farming; we will very soon be able to retain the balance of trade in favor of our own producers; it will make the unit of effort on the farm productive of greater returns; it will demonstrate the producing power of lands whose yielding power is at present unknown; it will give assurance to the small producer who would like to settle and work with us; it will be the means of justifying our just claims of the superiority of our county as the home for the producer of the necessities of life; it will carry to the outside world the message that we are a progressive people, who believe in our country, and propose to develop the best there is in her, and know how to go about it to get results when we undertake anything. The schedule of meetings which has been arranged, and at which the gentlemen mentioned will be, June 17th, at bridge; June 17th, at Myrtle Point; June 19th, at Coquille; June 20th, at Marshfield, Chamber of Commerce, 8:00 p. m.; June 21st, at North Bend; June 25nd, at Piper's Grove, N Coos River; June 24th, at Bandon. These meetings are free and open, and everybody invited. This is an opportunity for us to show our confidence in the future of our country. So come everybody, and in the meantime talk Experiment Station day and night, and then hunt up one of the petitions and sign it. They will be easy to find.—P. M. Hall Lewis, Marshfield, Ore., June 1st, 1912.

**A Wonderful Motion Picture.**

The Grand theatre will show a splendid and comprehensive moving picture of the Panama Canal Work as it appears today. This interesting and instructive film takes us along the entire Canal Zone from the Atlantic to the Pacific. It shows us the immense series of locks at the Gatun Dam, it gives us fine views of the wonderful machines used for excavating Uncle Sam's big ditch. In fact if you see this picture it is just like being right on the big job. For a picture that is of world-wide interest, that entertains as well as instructs, this film of the Panama Canal in 1912, is in a class by itself. Every man, woman, and child will surely wish to see the World's Greatest Engineering Feat.

At the Grand, Wednesday night, June 19th. Other good films. No advance in price. 10c admission.

**Notice.**

As we have sold our shop we ask all persons knowing themselves indebted to Wilson & Walrath, to please call and settle by June 20th. WILSON & WALRATH.

**COQUILLE OUTBATTED BUT WIN EASILY**

**Bandon Touch Collier Up Freely But Fail to Bunch Hits**

Although Bandon outbatted Coquille Sunday, Collier kept their 12 hits so well scattered that they were good for but three runs. Coquille, on the other hand, grabbed 5 runs off their 8 bingles aided by Craig's weakening and Bandon's misplays. Craig appeared to have lots of stuff on the ball, but the pesky Coquillites managed to connect safely with men on the bases; just the reverse of the locals. Pierce of the locals made a great running catch in the sixth, picking the sphere off his shoe tops. Tuttle of the locals was the batting star of the day getting three hits, one of them, a two bagger, in the fourth.

Bandon plays two games, next Sunday, the 23rd, with Myrtle Point and Coquille. Everybody should turn out and help win these games or we will be in the cellar.

The score follows:

BANDON	AB	R	H	PO	A	E
Mead ss	5	0	3	0	4	
Gallier cf	4	0	1	0	0	
Pierce rf	5	0	1	1	0	
Tuttle c	4	1	3	9	2	
Dipple 3b	4	0	2	3	1	
McNair lf	3	2	0	1	0	
Craig p	3	0	2	0	9	
Cox 1b	4	0	1	10	1	
Devereaux 2b	3	0	1	2	2	
Hohn x	0	0	0	0	0	
Totals	35	3	12	26	19	

COQUILLE

AB	R	H	PO	A	E
Johnson ss	4	0	0	1	0
Lorenz 2b	4	1	1	5	0
Byles c	4	2	2	14	4
J Collier p	3	1	1	1	13
Howell cf	3	1	1	1	0
Oerding 3b	4	0	2	0	3
C Collier 1b	4	0	1	4	1
A Collier lf	4	0	0	1	0
Cooper	3	0	0	1	1
Totals	33	5	8	28	22

x Batted for Devereaux in ninth.  
Score by Innings:  
Bandon 0 1 0 0 2 0 0 0—3  
Hits 1 1 2 2 2 2 0 1—12  
Coquille 0 0 0 1 0 1 0 3 x—5  
Hits 0 1 0 2 0 0 0 5 x—8

**SUMMARY**

Three base hit, J. Collier; two base hits, Tuttle, Meade and Byles; bases on balls off Collier 2, cf Craig 2; struck out Collier 12, Craig 9; double play Tuttle to Cox to Dipple; wild pitch Collier 1; hit by pitched ball, Hohn by Collier.

Time of game 2 hours, 5 minutes. Umpire, Johnson.

**Sunday's Games.**

At Coquille, Morning Game: Myrtle Point 12, Coquille 6  
Afternoon Game: Coquille 5, Bandon 3

At Marshfield, Morning Game: North Bend 8, Marshfield 2  
Afternoon Game: Marshfield 6, East Side 1

Coos County League Standing.

Played	Won	Lost	Per	
Coquille	4	3	1	750
North Bend	3	2	1	667
Myrtle Point	3	2	1	667
Marshfield	4	2	2	500
Bandon	3	1	2	333
East Side	3	0	3	000

**Not a Candidate.**

I hereby announce to the public that I am not a candidate for councilman in the Second Ward of Bandon and ask all people to please leave my name blank in their voting as I positively will not serve if elected.  
H. H. DUFORT.

For well recommended, practical nurse, address, Nurse, box 616, Bandon, Ore. aug18c

**Facts About the Panama Canal.**

The entire length of the Canal from deep water to deep water is 50 miles. From a shore line to shore line its length is about 40 miles.

In passing from the Atlantic to the Pacific, a vessel will steam through 7 miles of channel with a bottom width of 500 feet to Gatun, where it will enter a series of three locks in flight and be lifted 85 feet to the level of Gatun Lake. It may steam at full speed through this lake, in a channel varying from 500 to 1000 feet in width, for a distance of about 24 miles, where it will enter Culebra Cut. This cut is 9 miles long 450 feet high at the highest point and has a bottom width of 300 feet.

The maximum tidal oscillation on the Atlantic is 2 1-2 feet; while on the Pacific it is 21 feet.

The depth of canal, including its course through the lake varies from 45 to 85 feet. The bottom width varies from 300 feet in Culebra Cut to from 500 to 1000 feet in the lake.

The Gatun Dam, which will form Gatun Lake by impounding the waters of the Chagres River and its tributaries, will be nearly 1 1/2 miles long, 1-2 mile wide at its base, about 400 feet thick at normal water level and its crest will be 115 feet above sea level.

This lake will furnish the water for lockages, the locks being lifted by gravity flow through conduits in the concrete walls of the locks and thence percolating through holes in bottom of the locks. It is estimated that the lake will furnish enough water to make 41 passages daily through the locks, using them at full length, or about 58 lockages a day, when partial length is used. The locks are 1000 feet long, 110 feet wide and 45 feet deep, and are in double sets, so that one ship can be ascending while another is descending.

The gates of these locks will be steel structures 7 feet thick by 65 feet long, and from 47 to 82 feet high. They will weigh from 300 to 600 tons each.

Electricity will be used to tow all vessels into and through the locks and to operate all gates and valves, power being generated by water turbines from the head created by Gatun Lake, the power-house being located in the spillway. This power will also be used to light the canal and indicate the position of vessels. Vessels will not be permitted to enter or pass through the locks under their own power, but will be towed through by electric locomotives running on cog rails laid on top of the lock walls. The number of locomotives will vary with the size of the vessel, the usual number, however, will be four, two ahead to tow the vessel, and two astern to hold it in a central position and bring it to a stop.

The time required to pass a vessel through all the locks is estimated at 3 hours, and the time consumed in passage from deep water to deep water will be from 10 to 12 hours, according to how fast the vessel travels under its own steam.

For the purpose of protecting the lock gates from a ship that may be out of control, tender chains have been placed across the canal at the lake entrance. If a ship is approaching too rapidly, the first of these chains will be raised across her bows, and will play out under a resistance pressure of 50,000 pounds. If the speed of the ship is so great as to overcome the resistance, and the chain is broken, the ship comes in contact with another chain exercising a similar resistance. In the event

**CITY ELECTION**

**COMING TOMORROW**

**Don't Forget to Vote and be Sure That You Vote Right.**

Tomorrow is City election, and we will elect a mayor, city recorder, and six councilmen.

This paper is not out electioneering for anybody. You have probably made up your minds for whom you are going to vote and anything we could say would not change it, but what we want to urge is for everybody to get out and vote, and then be satisfied with the results.

But in your enthusiasm over the city officials don't forget to vote right on the park question and the cow question. They are both questions of vital importance and the way they are settled tomorrow will be a long step, either toward progress or digression. Bandon ought to be progressive so let us vote on the progressive side of both of these issues. You all know how that is, so we will not stop to tell you, but

**GET OUT AND VOTE.**

WANTED—1000 empty sacks at Central Warehouse. 2-1f

this chain is likewise broken, and the ship crashes into and through the gates, still the canal is protected. This is done by emergency dams which will be swung across the canal and lowered astern of the ship, thus blocking the flow of water which would otherwise rush downward from the Lake.

There will be two breakwaters protecting the entrance to the canal. The one on the Atlantic side will be 10,500 feet long, 15 feet wide on top and 10 feet high above mean sea level. The breakwater at the Pacific entrance will be three miles long, and will vary from 20 to 40 feet in height above mean sea level and will be from 50 to 300 feet wide on top. This breakwater is being built with earth and rock brought from Culebra Cut.

The building of Gatun Dam, and the creation thereby of Gatun Lake, will cover the old Panama Railway with water. This road is being rebuilt on a re-location at a cost estimated at \$9,000,000 and will be 47.1 miles long, which is a trifle shorter than the old line.

It is estimated that the total cost of the canal to the Government will be \$375,000,000, involving an annual interest charge of \$11,250,000. The very roughly estimated cost of operation is \$750,000 a year. This will mean an expense of \$1,000,000 a month for interest and operation.

It is believed that the canal will be opened to commerce by January 1, 1914.

**The Directors of this Bank**

are men well qualified for their responsibilities by long and successful experience in business and financial affairs.

**FIRST NAT'L BANK**