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OFFICIAL PAPER OF THE CITY OF BANDON



Continued Attack on Railroads Disrupting America's Power

By President
ARTHUR T. HADLEY of
Yale University

THE American nation may LOSE ITS GREATNESS if the temper shown by recent unreasonable attacks on railroads is not altered.

I am afraid that neither the public nor the government is awake to the real state of things. In our endeavors to control corporations we TOO OFTEN TRY TO LESSEN THEIR EFFICIENCY INSTEAD OF INCREASING IT. We are appalled by one railroad accident, and we suggest that every engine should have two engineers instead of one. A fast train runs off the track, and a government officer suggests that people ought not to want to travel so fast.

IF THESE VIEWS PREVAIL THE DAYS OF AMERICAN GREATNESS ARE DONE. A PEOPLE THAT BELIEVES IN DIVIDED RESPONSIBILITY AND WASTE OF TIME HAS NO FUTURE. THERE IS COMPETITION BETWEEN NATIONS, WHETHER THERE BE COMPETITION WITHIN THE NATIONS OR NOT. IF WE ARE CONTENT TO TAKE THINGS EASILY, GERMANY WILL BE ONLY TOO GLAD TO GET AHEAD OF US.

What is to be done in the face of this state of things? In the first place, we must CONTINUE TO REWARD THE EFFICIENT MAN. The fact that competition will no longer do this automatically must make us all, as part of our public duty, lend a hand to the men who are getting things done. We shall deal with the problems of corporate regulation and with the abuses of corporate management more effectively if we are willing to appreciate efficient service.

We must develop a system of FIRST CLASS TECHNICAL TRAINING AT LOW PRICES, like that which has been so successful in Germany. The great obstacle to good technical training in the United States in the past has been the idea that public schools ought to be free.

Recorder Philosophy

If you are not clean and healthy you can't be an actor; and that is saying a whole lot.

A man with a brain full of prejudice can study nothing successfully but devilment.

Bandon wants wagon roads, railroads and better water roads. Vote for the port.

Coos Bay wants all the government for south west Oregon—that is if you are willing. If you want Coos Bay to take all the money vote against the port. They can use it over there a'right and be glad to get it. If the rest of the county gives Coos Bay all the government money and every advantage in material prosperity and in growth and in population why not also give them the county seat? The fact that they will take the county seat if other towns prefer to remain villages and in that case they should have it.

Every newly elected official expects to do much better than his predecessor.

It is a cruel fact that the majority of the people will kick the man who is down without asking how he got down.

While beauty is only skin deep yet that is deep enough to stay on; but the red paint should be washed off with the hose.

President Huey seems exceedingly proud and fearful that his honor would be compromised in some way if he should receive Gov-

ernor John Lind who is on his way to Mexico as the personal representative of the president of the United States. But Huey was not too proud to murder Madero. Some people have queer notions.

Every person as well as every newspaper is more or less subsidized. If you do not believe it tell the simple unguarded truth about persons and things for one week and see where you get off at; you can't do it and stay out of the poor house or the jail or the asylum.

Seattle and Tacoma are as near each other as Coos Bay and Bandon both are large cities and still growing rapidly. The contiguous territory is not as rich in natural resources as the country here adjacent to Coos Bay and Bandon. Two large cities will be supported here in the future, one on Coos Bay and one at the mouth of the Coquille. But it will be necessary to develop first class water ways for both of these future cities. Coos Bay has taken the lead thus far by incorporating her port to secure local and government funds. Bandon must follow if she would keep abreast of her sister city on the Bay. Coos Bay would not abolish her port; neither would Seattle or Tacoma or Portland or any other city that amounts to anything or hopes to amount to anything. All experience of all sections, east as well as west, proves the benefits of an incorporated port. And it is no particular person's business; it is everybody's business. It is a public utility and will be owned and managed by the public in the interests of all. Vote for the port.

GOOD ROAD MAXIMS.

Maintenance, maintenance and maintenance. Your road will go to pieces without it. If the estimate is too low, then don't bid on the job. Keep away and save your money. The improvement of a road enlarges the opportunity of those engaged in any kind of business contiguous to it. Better roads should be the slogan in every community. Get busy with your legislature for better road laws. Every state should have a well organized road association.

THE PATROL SYSTEM.

Great Success of Government Test Near Fort Myer.

The office of public roads of the department of agriculture has been making experiments on an eight mile stretch of road in Virginia to demonstrate the results that may be obtained on country earth roads by continuous work under a patrol system. A patrolman was employed to furnish a horse, cart and small tools, and he was supplied with a road drag built of plank and required to furnish two horses to drag the road whenever it was in suitable condition for dragging, usually following each rain.

The entire eight miles of road are well traveled, and there is a considerable heavy teaming over parts of it. The United States cavalry stationed at Fort Myer frequently passes over a portion and batteries of artillery also use the road at intervals. A traffic census for three days last March showed the following daily average of teams traveling over the road: Loaded one horse wagons, fifteen; unloaded one horse wagons, fifty-eight; loaded two horse wagons, thirty-eight; unloaded two horse wagons, forty-nine; loaded four horse wagons, nine; unloaded four horse wagons, four; saddle horses, twenty-six, and motor runabouts, one.

The patrolman was paid \$60 a month and \$1 a day extra whenever he used two horses to drag the road. His presence was required on the road from 8 a. m. until 4:30 p. m., with one-half hour allowed for lunch.

The average cost of dragging last year was \$18.11 per mile for six and a half months, which is at the rate of \$29.74 a mile for the first year of twenty-four draggings, or approximately \$1.25 per mile for each dragging of three-round trips.

The use of the road drag has greatly improved the daily condition of the road and rendered it smooth and comfortable for travel for a greatly increased number of days in bad weather. The department expects to continue the experiment this year, for it is already apparent that the entire eight miles of road will show remarkable improvement under the systematic work of the patrolman.

ROAD MAINTENANCE.

Keep the Improved Roads in Their Present Condition.

The present year promises to be the greatest in the history of the movement for the improvement of the public roads of the United States, according to the reports received from all parts of the country. A joint committee of congress is engaged in an investigation of the feasibility of federal aid in the construction, improvement and maintenance of public highways, and a number of the state legislatures now in session are considering good road legislation. In connection with the general impetus that the good road movement has recently had in all parts of the country, the director of the office of public roads says:

"Too much stress cannot be laid upon the importance of maintenance in connection with the work of improving the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending enormous sums of money in the construction of superb roads, and yet almost without exception they are making little provision to care for the roads after they are built. This is true not only in the various counties, but under many of our state highway departments.

"To maintain the roads in good condition year after year requires a considerable annual outlay, but this outlay is infinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advocates of good roads to do is to urge continuous, systematic maintenance and the setting aside every year of an amount per mile estimated by the engineer in charge to be sufficient for the proper maintenance of the road—a course which must make for economy and efficiency."

WIDE VERSUS NARROW TIRES.

In the road improvement discussion the question of the advantages of wide tires as compared with narrow tires is always brought up. King's "Physics of Agriculture" reports these differences in draft:

On macadam streets, wide tire 26 per cent less than narrow tire.

On gravel road, wide tire 24.1 per cent less than narrow tire.

On dirt roads, dry, smooth, free from dust, wide tire 26.8 per cent less than narrow tire.

On clay road, with mud deep and drying on top and spongy beneath, wide tire 52 to 61 per cent less than narrow tire.

On meadow, pasture, stubble, corn ground and plowed ground from dry to wet, wide tire 17 to 50 per cent less than narrow tire.

STOCK, LEGUMES AND HUMUS.

These three go along together for any adequate success at farming. Growing grain for marketing in its raw state means impoverishment of the soil, as all experience shows. Growing live stock of course means grain to feed them, and a wise rotation means growing of clover or vetch or cowpeas, alfalfa or some other legume to secure the soil nitrogen, and with this combination of legumes and barnyard manure that greatest organic soil element, humus, is secured, which also aids in holding moisture in plant growth.—Farm Progress.

IT'S A MISCHIEVOUS MOTH.

Codling Species One of the Most Destructive in American Orchards.

The codling moth is perhaps the worst enemy with which the apple grower must contend. It lays an enormous tax upon the apple growers of this country, not only in the destruction of fruit, but in the cost of spraying, for this pernicious pest has made spraying a necessary part of orcharding. It has been estimated that the codling moth destroys fruit annually in the United States to the value of \$12,000,000.

Trees must be sprayed for this pest when the petals of the flowers close and before the calyx lobes close and



Photograph by Ohio agricultural experiment station.

CODLING MOTH.

the apple turns down. Much depends upon doing it at the right time and in the right manner. The best way is to begin just as soon as the blossoms fall and get over the orchard as soon as possible.

Arsenate of lead or paris green is the poison used. This may be combined with bordeaux or lime-sulphur for summer spray to destroy fungi. About three pounds of arsenate of lead to fifty gallons of water or fungicide or about one-third of a pound of paris green should give satisfactory results. It may be necessary to spray two or three times, in which case the second spraying should follow the first in about ten days.—Farm and Ranch.

FROM THE HEN DOCTOR.

Remedies That Restore Health to Ailing Fowls—Homemade Hopper.

Condimental feeds should always be avoided except in case of sickness, when they should be used as a medicine and the supply stopped as soon as the bird recovers. Instead of paying three prices for these combinations, supply the flock with a hopper of charcoal and occasionally clean out the digestive tract by putting epsom salts in the mash. Half a teaspoonful to each bird can be given without danger.

In feeding the mash dry and keeping a supply of oyster shell, grit, charcoal and so on before the birds at all times a hopper or feeding device of some sort is necessary. To supply this want a varied assortment of devices has been invented. The merits of some would warrant their use if the price were not beyond the farmer's pocket-book, but that is just where the difficulty lies. Every time the farmer pays a big price for something he can easily manufacture at home he is robbing himself of just that much clear profit. A hopper that can be built any length desired and have as many compartments as the feeder has need for is five feet long, eight inches wide and twelve inches high to the square. The board which forms the front of the trough is five inches wide. The laths are placed two inches apart, inside measurement. The top strip, to which the laths are nailed, is two and a half inches wide. The top may be given any slant desired. When raised from the floor a platform must be provided. With these simple directions and some odd pieces of lumber a cheap, efficient hopper may easily be made in a few hours.

Summer Pruning.

In theory summer pruning has a strong tendency to check the superabundant growth of the tree, to encourage the formation of fruit buds and to make the tree generally more fruitful. When the work is done carefully it doubtless has this result. It is quite possible, however, by summer pruning to force a weak growth from side buds which might otherwise develop into fruit buds, and such a course naturally tends to diminish the fruitfulness of the tree. It often happens that trees are damaged by storms or broken down under heavy loads of fruit. Such injuries have to be remedied as far as possible by pruning.—Country Gentleman.

For Halter Pullers.

Stretch a small rope across the stall behind a horse that is inclined to pull at the halter. Many a bad case of halter pulling has been cured in this way.

A Big Bundle of Currency



is a pretty dangerous thing to display or to be known to be about you. But a check book of this bank is never a temptation to violence. It is of no use except to the owner. Why not carry such a book instead of the dangerous cash. Some murdered men would still be living if they had followed that prudential plan.

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