

Seeds! Seeds! All Kinds of Seeds!

Timothy, Alfalfa, Red Clover, Alsike,
Orchard Grass, White Clover, Red
Top, Bermuda Grass, Oats, Barley, Vetch

CENTRAL FEED COMPANY

BANDON TRANSFER CO.

Gatchell Brothers, Props.
All kinds of heavy and light draying. Phone orders
given prompt attention. Barn corner First & Edi-
son, Fish Property. Telephone 641.

SHERIFF'S SALE OF REAL PROP- ERTY, ON FORECLOSURE.

NOTICE IS HEREBY GIVEN, that by virtue of an execution duly issued out of the Circuit Court of the State of Oregon, for the County of Coos and to me directed on the 20th day of November, 1915, upon a judgment and decree duly rendered, entered of record and docketed in and by said court on the 24th day of September, 1915 in a certain suit then in said Court pending, wherein J. H. Gould was plaintiff and W. H. Smith and Della A. Smith, et al. were defendants in favor of plaintiff and against said defendants by which execution I am commanded to sell the property in said execution and hereinafter described to pay the sum due the plaintiff of Eight hundred and no-100 Dollars with interest thereon at the rate of 8 per cent per annum from the 31st day of December 1910, until paid together with the costs and disbursements of said suit taxed at Twenty-nine and 50-100 Dollars and costs and expenses of said execution I will on Friday, the 31st day of December, 1915 at the hour of 10 o'clock, A. M. of said day at the front

door of the County Court House in Coquille, Coos county, Oregon, sell at public auction to the highest bidder for cash in hand on the day of sale, all, the right, title, interest and estate which said defendants, W. H. Smith and Della A. Smith, et al. and all persons claiming under them subsequent to the plaintiff's mortgage lien in, of and to said real property, said mortgaged premises hereinbefore mentioned are described in said execution as follows, to-wit: Beginning at a point, three hundred twenty-one feet north of the center of Section thirty in township 28, south, Range fourteen, west of the Willamette Meridian in Coos county, Oregon, and from said point, running thence north one hundred feet; thence west one hundred fifty feet, thence south one hundred feet; thence east one hundred fifty feet, to place of beginning, together with the tenements, hereditaments and appurtenances hereunto belonging or in anywise appertaining.

Said sale being made subject to redemption in the manner provided by law.

Dated this 22nd day of November, 1915.

ALFRED JOHNSON, JR.,
Sheriff of Coos County, Oregon

NOTICE OF ADMINISTRATION

Notice is hereby given that by order of the County Court of the State of Oregon, in and for the County of Coos made and entered on the 28th day of October, 1915, Mabel Curtis has been duly appointed administratrix of the estate of Edward Kilduff, deceased, and that letters testamentary were issued to her on the 4th day of November, 1915, that she is now qualified and acting.

Therefore all persons having claims against the said estate are hereby notified to present the same with proper vouchers to said administratrix at the office of Geo. P. Topping, in the City of Bandon, Coos County, Oregon, within six (6) months from the 8th day of December, 1915, the date of the final publication of this notice.

MABEL CURTIS,
Administratrix of the Estate of Edward Kilduff, deceased.
Geo. P. Topping, Attorney for Estate.

Manager Norman of the Oregon Power Co. Eugene, reports decided feeling of optimism among merchants and bankers and inquires about power and light from farmers and merchants.

—WHO PAYS—

Earth Slides Upward Not Downward At Panama Canal

Isthmian nature is getting the bulge on the Panama canal. Purists in speech will please observe that the expression is not slang. It is a literal description of the disasters in the Gaillard—formerly Culbra—cut. Men speak of slides, and slides there have been and are, and perhaps will be. But these are not the most serious of the troubles. It is not that earth and rocks from the sides of the cutting slip down into the bed of the canal but that the bed of the canal itself literally bulges up like a volcanic island up from the floor of the sea.

This extraordinary phenomenon is made possible by the peculiar geological structure of the isthmus. There is a fairly stiff and stable crust. But beneath it is a stratum of unstable material almost in a state of flux. The great cutting of the canal at Culbra severed the surface crust and left the under stratum free to ooze up under the pressure of the neighboring hills. Consequently the floor of the canal bulges up and the sides bulge in, and the course through the channel is blocked now perhaps for some months.

A homely illustration may be made with a pie. With an upper crust near the side of the cutting. The mince will instantly bulge or flow forward and fill up the little trench. This, on a giant scale is what is happening at Culbra.

In a measure, this was unexpected. When our engineers first took hold of the canal, eleven years ago, they were troubled with some actual slides; masses of earth and rock from high up on the banks became detached and slipping down into the cut. That was because the French had made the sides of the cut too steep, and thus would give the soil coherence and strength in the rock and soil formation. The cure for it, as was confidently expected was partly in making much flatter slopes and partly in covering the sides with vegetation, the dense root masses of which would form a strong sod and thus would give the soil coherence. This theory was correct as far as it went. Mere sloughing off of earth and rocks from the upper parts of the banks would never have been formidable, and could have been overcome in the way suggested.

An entirely different problem was recognized, however, when the bulging processes began in the very bottom of the cut and at the base instead of the rest of the side. Then it was fondly imagined that this was made possible by the fact that the cutting was empty and here was nothing but atmospheric pressure to hold the soil in place. When water was let in its weight would be almost as great, depth for depth, as the earth which had been removed, and its pressure would, it was hoped, assure stability to the floor and sides. But this hope has not been fulfilled. The bulging continues in spite of the water. Indeed, it is believed that the bulging is worse with the canal filled than it would be if the cut were empty and dry. And the bulging becomes more and more extensive. Months ago there were blockades which could be dredged away in a few days. Now there is talk of weeks and of months of complete suspension of traffic, with not the slightest assurance that within 24 hours after the reopening of the canal another and still worse "slide" will not occur.

The problem is really one of the most embarrassing that the engineers have had to deal with in the whole course of the enterprise. It is the only one in which they have been confronted with an entirely unknown and practically unknowable factor. For while the general principle of the "slides" is known, as we have explained it, the extent to which the process may continue is not known and can scarcely be ascertained. Nobody can calculate how many million cubic yards of soft material there is beneath the surface crust, nor how much of it will yet be forced out by the pressure of the adjacent hills. It would be encouraging to think that we should have to keep digging out the level of the canal; for, seeing that some of the hills which are near enough to exert pressure upon the walls and floor of the canal are two or three hundred feet high, that such a plan would be already taken out in the enterprise. Whether it would be possible to provide the canal with an artificial lining which could restrain the bulging is highly problematic. A complete tube can be thus lined without difficulty, because there is pressure on all sides of it. But thus to line the bottom and two sides of a ditch which at the top is open would be a very difficult and probably impossible thing.

In these circumstances it is natural

to recall the old "Battle of the Levels" and to discern in them arguments in favor of both sides. The advocates of the present high level and lock system may point out that had the cut been carried down a hundred feet deeper, the bulging process would have been far more extensive and troublesome; which is probably true. On the other hand, advocates of sea-level may ask what assurance there is of the permanent stability of the great dams and locks, if the deep subsoil is of so unstable a character, in which question there is a suggestion more ominous than agreeable. However, it is cheerful to reflect that the excavations which were made for the foundations of those structures have been filled not with unstable water but with solid masonry, far more stable and even more heavy than the soil which was removed, and that its pressure upon the substrata is therefore likely to prevent any disturbances.

What is certain is that the problem must in some way be solved. After having constructed the canal, and having opened it to commerce, we cannot permit even nature itself in its most perverse and unfriendly mood, to close it again. General Goethals has already done a work there which entitles him to worldwide recognition, which he has received, and to lasting fame, of which he is assured. It may be, however, that his most arduous labor is yet to be performed.

In And Out of Coos Co.

C. I. Starr who returned from his Portland trip a short time ago says that the getting in or out by the overland route at this time of the year is quite an adventure. He went out over the Roseburg route leaving Myrtle Point at nine in the forenoon and arriving at Roseburg at mid night. The beginning and end of this journey are not bad, being made by auto but the central part of the journey over the mountains is a ride to be remembered. Traveling through the mountains is by wagon and is a constant jolt like riding over a succession of stones and boulders. A lady who was accompanied by a dog and a cat and who was up all of the previous night nursing the cat and an elderly male grouch supplied the heavy part of the entertainment enroute, while a couple of drummers supplied the comedy.

Coming back on the limited train to Mapleton with stops at every cross roads gives one a chance to see all the scenery. The remainder of the trip includes a river journey by boat, a stay over night in a hotel, the crossing of two rivers, the Siuslaw and the Umpqua, three creeks, Ten Mile, Two Mile and Two Mile, and a beach journey, the terrors or pleasures of which depend upon the weather prevalent at the time. The Umpqua is crossed by a boat which on the further side is able to get close to the bank and load passengers by means of a gang plank. On the south side the water is too shallow to permit the boat to approach the shore. So the passengers are unloaded into a skiff and thus transferred to the shore.

A part of the distance the trip is made by auto over a road where the wheels run on parallel planks, one row of planks on each side. On wet places boards are scattered underneath and the planks nailed to them.

Crossing the creeks the front of the auto is run onto the back end of a wagon and chained tight to keep the machinery from getting wet. The trip over the creeks is made with the front wheels of the auto on the wagon and the rear wheels on the ground. Crossing the creeks it is dangerous to stop. One auto lost its power in the crossing of Ten Mile creek. As soon as it stopped the machine began to sink and before they could make arrangements to rescue the car only the smallest tip of it was above water.

Some change has been made recently in the Abstract Companies at Coquille. J. A. Barton is now associated with A. S. Hammond in the Title & Trust Co. and is reported to have purchased an interest therein. M. O. Hawkins of Coquille has taken a position with the Title Guarantee and Trust Co. taking the position made vacant by Mr. Barton. Mr. Hawkins says that the abstract business generally corresponds with and is regulated by the real estate business has been tight for some time, that in the last 2 or 3 weeks there is very noticeable increase in business, principally along the line of timber lands.

Baltimore, Md.—Stephen Brown was rushed to a hospital here for an operation on his eye, which had been pierced by a piece of steel. A powerful magnet was placed close to the eye, the current turned on and the steel sliver came out. It was one-sixteenth of an inch thick and three quarters of an inch long.

Bandon.—Prospects are that Klamath Falls mills run all winter. Hermon is working for a new library.

BANDON GARAGE CO.

For Your Automobile Troubles

Largest Line of

Tires and Accessories
in the City

Expert Machinist at your Service

FOSTER & HENRY, Props.

Telephone 51, Second St. and Chicago Ave.

Don't Give Yourself Cause To Regret It



because you neglected placing your valuables in a safety deposit vault. Many have regretted their tardiness in acting fires and burglars have cost them dear. Anything valuable is worth taking care of. Our vaults are fire and burglar proof. We invite your inspection.

THE BANK OF BANDON

SPARK'S

GOOD GROCERIES
AT REASONABLE PRICES.
PROMPT DELIVERY
& COURTEOUS TREATMENT
PHONE 291

Order Your Freight Sent by the Old Reliable

S. S. ELIZABETH

Large Two-Berth Outside State Rooms With Running Water.

Eight Day Service Between the Coquille River and San Francisco.

FIRST CLASS PASSENGER FARE, \$7.50
FREIGHT RATES, \$3 ON UP FREIGHT

Reservations: J. E. Norton, Coquille; Perkins, Myrtle Point; E. B. Thrift, Langlois.

J. E. WALSTROM, Agent, Bandon

Movement on in Soio to improve streets.

Talbot, on the Oregon Electric has dedicated new school house.

The ministers of the Christian and Episcopal Churches in Eugene are using newspaper advertising to fill their pews and have had overflow crowds as a result.

The Ladies' Aid of the St. E. church will meet every Wednesday afternoon in the parlor of the church until otherwise notified. Work solicited. All are invited.

The Bandon Recorder

\$1.50 a year

AGENTS WANTED



Julia Marlow
Uses and
Recommends
Madame
Du Four's
Face
Powder.

Everywhere
To Sell
Madame
Du Four's
Face
Powder

which is prepared
in four colors
And Two Sizes
25c & 50c
PER BOX.

Send 2c stamp
for sample, in-
formation.

The Du Four Co., Wash., D.C.

The Bandon Recorder

and the

Daily San Francisco

Bulletin

One Year \$3.50