

FLEETING PROSPERITY IS FOOL'S PARADISE

Don't Let Smoke From Munition Factories Cloud Your Brain With Belief It's Abiding.

PROTECTION, OUR BULWARK

Forget Not the Dire Conditions Which Depressed This Country Under the Democratic Free Trade Tariff Prior to the War—They Will Return to Plague and Hunger Unless the Republicans Are Restored to Power.

"When we contemplate industrial and commercial conditions," says Mr. Hughes, "we see that we are living in a fool's paradise." This is the condition to which the administration and its supporters have deliberately closed their eyes. When the war cloud broke over Europe, this country was experiencing the most serious depression it had known since 1893, when the Democratic party and its policies were in full control of the United States.

Suddenly there came from over the sea a demand for munitions of war, clothing, food, supplies, everything needed by vast armies and by countries whose sons were taken from the field and the workshop, never to return.

As a result our exports and the balance of trade in our favor have reached figures far surpassing any ever before known. Temporarily, especially in the East, there is no lack of work at high wages, for Europe must pay whatever price America asks. No thoughtful person would imagine that this condition is anything like real prosperity. How false it is, we in Oregon, who have the clearer vision, because not clouded by the smoke from munition factories, have fully felt and fully appreciated.

What the Republican candidate for president says about it the Democrats know to be true:

"Our opponents promised to reduce the cost of living. This they have failed to do, but did reduce the opportunities of making a living. Let us not forget the conditions that existed in this country under the new tariff prior to the war. Production had decreased; business was languishing; new enterprises were not undertaken; instead of expansion there was curtailment and our streets were filled with the unemployed."

The suspension of these conditions is not nation-wide, only sectional, and depends upon the duration of the war. Those who think otherwise are, indeed, living in a fool's paradise.—Portland (Ore.) Telegram.



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M'GEE COAL MINE SOLD

Riverton School Opens With 37 Pupils—Amendments Explained.

A Riverton special to the Record at Marshfield says: What is known as the McGee coal mine has changed hands and is now owned by some Portland men. The change is considered by the people here as a good one, as the business can now, on a firm financial basis, be handled more promptly. Mr. McGee is retained as superintendent. The coal mine gives employment to the majority of the citizens of Riverton and produces a good quality of coal.

The Riverton school opened last Monday with S. C. Sherrill as principal and Miss Philpot as primary instructor. About 37 pupils are enrolled.

Dr. Richardson and Mr. Anderson, of Coquille, discussed before the people of Riverton in the church last Tuesday evening some of the amendments to be voted on at the coming November election, especially explaining the single tax amendment.

Graveling Is Completed

County Commissioner Sypher who was here last week attending court, informed us that the work of graveling the road from Floras creek to the Coos county line is now completed, and the road in first class shape for the winter. Work will at once be started in driving pilings in Floras creek, to protect the road from further encroachment by the creek, brush, rocks and other material being placed behind the piling to stop the water cutting the banks. The work will be completed before the hard rains and high water of winter come.—Gold Beach Reporter.



THE GOLDEN HOOF

Sheep were the first animals domesticated by man, says E. W. Rumble in the Portland Live Stock Reporter. They were pre-eminently adapted to grazing purposes. This has led to the belief that sheep belong only to rough frontier country. English farmers have demonstrated the fallacy of this belief by making sheep the most profitable animals under intensive farming conditions. The sheep like the dairy cow gives two returns annually. The fleece easily pays for the cost of feed and care for a whole year. The product in lambs becomes clear gain. The increase becomes as high as 150 per cent and no meat can be placed on the market with so little grain as mutton. In figuring the returns from sheep, the lambs and wool are not the only legitimate sources of profit. Sheep are continuously at war with weeds of all kinds. Only when they lie down together—with weeds inside—is there peace. It is impossible to place a money value on this service which they render. Cattle pastures are becoming more weedy each year. Such pastures judiciously grazed by sheep would soon not only support the sheep, but would support additional cattle as well. Wherever the sheep graze, the land becomes more fertile and productive. Truly, "the sheep has a golden hoof." Starting with one ewe lamb, figuring she has an ewe lamb each year for twenty years: First year one lamb, twentieth year 524,288 lambs; 524,288 lambs at \$5.99 each, \$2,621,400.

Of course deduct expense you would have to pay for pasture during the summer and care during the winter. Sale of wool would be considerable of a credit.

Cruising Tie Timber

Ranger Carl returned several days ago to his station on Middle Elk from two weeks spent with Inspector Haefner cruising timber on Sixes river. The timber they were looking at is mostly cedar, which the Fyfe-Wilson company want to cut into ties and poles.—Port Orford Tribune.

Have you paid your subscription?

ITEMS OF INTEREST TO DAIRY-MEN.

The ranks of this great industry are growing daily. Information of value to the dairy men aids in the up building of the community.

BOTH PLEASURE AND PROFIT

Genuine Satisfaction in Successful Management of Profitable Dairy.

Most people are interested in getting as much enjoyment out of their work as possible, yet comparatively few can devote all their time to pleasure seeking without thought of financial return. Some wealthy men have constructed beautiful buildings and placed fine cattle on their country places simply for pleasure and with little hope of ultimate gain. As a companion picture, the dairy experts of the Agricultural department have called attention recently to genuine satisfaction that is felt by the truly successful dairyman whose well-bred, well-fed cows are sheltered by a well-built modern dairy barn of moderate price, and whose business pays a fair profit on every invested dollar.

As population increases, land advances in price, and dairying becomes more popular because the increased demand for milk, cream, cheese, butter, and ice cream enables the well-managed dairy farm to pay a profit, even on high-priced land. As in any other productive enterprise, successful dairying depends upon two great principles—economical production and the successful marketing of the products.

Economical production of dairy products depends primarily upon the cow and upon intelligent feeding, care, and management. The unprofitable cow is a burden to the owner. One good cow often brings in more net profit than a dozen poor ones. The herd bull should be from a well-bred sire and a high-production dam, and only well-bred heifer calves should be raised on the modern dairy farm. If a bull of first-class breeding and good individuality costs too much, a number of neighbors may club together and buy a bull of better quality than any one of them alone could afford. In many localities bull associations have been formed to meet just such conditions. Dairying can never become highly profitable until the scrub bull is forever banished from our dairy farms. This includes the registered scrub.

If dairying is to provide either pleasure or profit, the unprofitable cow must be disposed of. The well-bred, high producer that takes her place must be properly and economically fed and cared for. Cow-testing associations have demonstrated that the feed of the dairy herd can sometimes be selected, balanced, and distributed among the individual cows in such a way as to decrease feed costs one-third and at the same time increase milk production.

No one should expect to derive either pleasure or profit from a scrub herd kept in a poorly lighted, unclean, and fly-infested stable, or from a herd which obtains its chief sustenance from a near-by stack of wheat straw. Fortunately such conditions are rapidly disappearing and in some localities have entirely disappeared.

Economy of production, however, is only half of the dairyman's problem. The truly efficient manager of a dairy farm must furnish a first-class product, then he must go a step further and get a price that corresponds to the quality of the article produced. High-testing milk should bring a higher price than low-testing milk, and it is not good policy to sell the former at a flat rate per hundred pounds, regardless of quality. High-grade dairy products should always command a price in accordance with their quality.

If a dairyman's business is well conducted it becomes highly interesting and fairly profitable. The successful dairyman drives his business; the business does not drive him; he does not merely keep cows but makes the cows keep. Such a dairyman may be expected to manage his farm so that he and his family can get both pleasure and profit therefrom.

Korn Carnival in November

The date for the second annual Korn Carnival held at Coquille has been set for Friday and Saturday, November 1 and 2. This date was suggested by County Agriculturist Smith who thought the corn would be mature enough by that time to make the best display, although the season is later this year than last. But the past week has been fine corn weather and the prospects for a good crop are much brighter than they were the first of the month.—Coquille Sentinel.

Raising Sheep to Feed Bears

H. E. Farmer, the upper Pistol river settler whose main occupation the past year seems to have been the raising of sheep to feed the bears, was in town yesterday. During the past year the bears got away with over 40 sheep out of one bunch of 70, and are discouragingly plentiful in that locality. To add to Mr. Farmer's disheartenment he had hardly appeared in town before he was seized as a juror on a bootlegging case heard yesterday. Notwithstanding his hard luck all around, Mr. Farmer is always jolly, and has a large number of friends who want to see him win out.—Gold Beach Reporter.

NEW SUPER-DREADNAUGHT WORLD'S GREATEST WARSHIP

California Now Building at Mare Island, Marvel in Equipment and Strength.

Besides being an electrical marvel, the new superdreadnaught California which is to have her keel laid probably some time next month at Mare Island navy yard, will be as near impregnable to mine and torpedo attacks as it is possible to make a modern battle ship. The armor and other protection against these weapons have been worked out in the greatest detail and embody many novel features that are the result of careful study of naval engagements in the present European war.

When the contract was awarded for battleship No. 44 to the Mare Island navy yard, the name "California" already had been given to battleship No. 40 under construction at the New York navy yard. Inasmuch as No. 44 was the largest warship to be built on the Pacific coast, the navy department directed that the name of the one at Mare Island should be changed to California and the one building in New York should be named the New Mexico.

For some time before the plans for the California were made the navy department experts satisfied themselves by exhaustive tests that vessels of the proposed construction could not be sunk by striking a mine or a torpedo attack. It is understood that the construction of the bulkheads by an improved method is mainly relied upon to make the vessel impervious to torpedo and mine destruction. They are to be steel, but will not be rigid as is the case in other ships. Also resistance has been increased 25 to 30 per cent.

The main engines will be electric, the electric generators being driven by steam turbines of 28,000 horsepower, the steam supplied by oil burning water tube boilers. Not only the type of the machinery installation but its arrangement is said to be entirely different from any ever adopted by previous war ships. She will be fitted with two cage masts bearing fire control platforms for controlling the fire of the guns, similar to the familiar type designed by American constructors and now fitted on all battleships of the United States navy. Another feature of her appearance that immediately attracts attention is the clipper type of bow, instead of the conventional ram.

The use of electricity throughout the vessel will be most extended, in addition to the main propelling engines of the ship, the handling of the ammunition and firing of the guns will be done by electricity, boats will be hoisted in and out, anchors raised, the vessel steered, and the ventilating blowers operated by electricity.

Other minor machines driven by electricity will be potato peeling which is performed in a separate compartment, the machine having a capacity of 1000 pounds per hour; ice cream freezing, complete laundry installation, printing machinery, food and meat grinder, kitchen and

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cake machine of sixty-quart capacity, dough mixer of two barrels per hour, and a dishwashing machine that will handle 1000 dishes per hour.

The complement of the vessel is 58 officers and 1022 men. Every convenience necessary for the health and comfort of the officers and crew has been carefully thought out in this ship.

The name California previously was borne by an armed cruiser of the Pacific fleet, rechristened the San Diego. Then her former name was assigned to the new battleship. The San Diego now is the flagship of the Pacific fleet. It is probable that the California when placed in commission, will take her place.

Seventeen Come by Boat

Noting the bunch of young people loaded with school books who departed from the Charm here last Monday morning, we asked Mr. Howard about the attendance from down the river, and were informed that there were 17 pupils enrolled who travel back and forth by boat every morning and evening. Some of them come from as far away as Prosper. The boats now run so that these pupils arrive here at 9 and can return either at 2 or at 4 in the afternoon, according as they are in the high school or in lower grades. Coos county probably has more pupils who travel by boat to attend school than any other county in the state.—Coquille Sentinel.

Hear Without Ears

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"I've had enough of it"

CARTER, in New York Evening Sun