



The Western World

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FAVOR THE BONDS

There are many reasons why Coos county should vote a bond issue for the purpose of establishing the main roads of the county on a permanent line and grade. Until a grade is established it is impossible to do any permanent work. But as soon as this is accomplished the various districts can devote their money towards hard-surfacing of whatever nature they choose. The county will then also be in line to receive state aid, which is promised.

"Because improved roads benefit all interests in the county, all interests should help pay their cost. A county bond issue levies the cost upon the towns as well as the farms, and thus relieves the farmer of part of the burden that he now bears under the old district road tax system.

"A bond issue is not an unjust burden upon posterity because, through the increase in the value of lands in any district having good roads, the development of agricultural resources, and consequently the general prosperity, posterity is benefitted. The son who inherits from his father the wealth thus produced by the preceding generation should certainly be willing to help pay the cost of the factors that were instrumental in bringing about this prosperity.

"Nor does the argument of sectionalism against permanent road building have weight any more with enlightened people. It was once thought that the county could not, in justice, vote bonds on which the entire population would have to pay interest while only a few of the localities would receive the benefits.

"It might be claimed with just as much reason that the National government should not improve the harbors of Boston, New York or New Orleans because some of the people of the United States live elsewhere. It might just as well be argued that not all the people of the county should help pay to build the county courthouse, since all do not engage in litigation. Or that the only residents of the cities who should contribute to the support of the fire department should be those whose houses catch fire.

"If a bond issue is sufficient to improve the main roads of a county, the people living on those improved roads will pay proportionately more of the tax because the benefits from the improvements are more directly reflected in the increased value of their property. The gain in values is greater there than in districts remote from the improved roads, and thus the burden will be adjusted automatically.

"The people who live a few miles from the main roads can readily make use of them but they will pay a less proportion of the tax because their property will increase in value in a correspondingly lower degree.

"It is impossible to devise any system which may be considered absolutely perfect but the greatest good to the greatest number is a safe plan to follow. As only the main trunk roads will, presumably, be improved by a proposed bond issue, they will necessarily service the most thickly populated part of the county and reach the majority of the people. Indirect benefits to incorporated towns within the county are such through increased agricultural production and greater traffic that it is certainly equitable for the business interests of those towns to help pay for the bond issue.

EDISON'S WARNING

We're in for big trouble in Mexico, but we'll blunder through it. This nation will flourish for a while, will reach its apex and then will deteriorate and die.

But you can't force preparedness on this country until it is too late. After the European war, preparedness agitation here will die out and then war with us will be a walkover for some nation.

God bless the Lizzie!

Report of State Highway Engineer on Roads of Coos County

The most comprehensive review of the road situation in Coos county ever compiled is the detailed report of Assistant State Engineer E. I. Cantine, who recently completed a reconnaissance survey of the county at the expense of the state. In view of the fact that the people of the county are to vote on a bond issue for the purpose of putting the roads on a permanent line and grade, and in view of the fact that Mr. Cantine's suggestions are to be followed, providing the issue carries, Western World deems it of sufficient importance to print the report in full:

Authority for Report

This report is made under the direction of Mr. John H. Lewis, state engineer, per instructions of Oregon State Highway commission, to comply with the request made by Judge James Watson, representing the County Court of Coos County, and Mr. Charles Hall, president of Coos County Good Roads association, that an engineer be detailed from the State Highway department to examine the roads of Coos county and submit a report thereon.

Purpose of Report

This investigation and study has been made for the purpose of summing up the local situation to date, and formulating a program which will, first—utilize, as far as possible the work thus far undertaken; second—develop and bring into close relation the different sections of Coos county; and third—connect up with adjoining counties in such a manner as will be in harmony with the general road program of adjoining counties and plans of the State Highway commission.

Inspection of Roads

In order to familiarize myself with the local situation, accompanied by Mr. R. B. Murdock, roadmaster, I have carefully inspected the highways, discussing enroute the situation from every point of view that could be obtained from the interested citizens, tax payers, and engineers who could give any authoritative or helpful suggestions. Where necessary, have investigated possible change of location.

Source of Information

In connection with the inspection, public meetings have been held with the Chamber of Commerce of Bandon, Coquille, Marshfield and North Bend, and public gatherings of citizens at Lakeside, and personal interviews with prominent citizens of Myrtle Point and Powers. The members of the County Court, officers of the Coos County Good Roads association, road supervisors and road foremen have given of their time ungrudgingly as we visited the different sections of the county.

At Langlois, Curry county, I met Commissioner E. B. Sypher. I examined highway from Drain to Scottsburg, and from Gardiner north to the Lane County line; and examined the portion under construction between the Beach via Winchester Bay to the mouth of Schofield creek; and interviewed Mr. Warren E. Reed of Gardiner and Mr. E. L. Robinson, civil engineer in charge of the survey covering the proposed road up the Umpqua from Reedsport to Scottsburg, having in view the outlet from Coos county on the north to the Umpqua river leading thence either to Drain and the Pacific highway, or north to Florence; thence to Eugene or, at some future date, north to Astoria.

Viewpoint

I have approached this subject from the standpoint that Coos county was to be developed as a whole; that no particular town or community was to be considered; that each section of the county should be brought in close touch with the other, and the entire county in turn with the outside world in the most practicable manner as will conserve its present needs and future development.

That I might not be misled, I have considered Coos Bay as one town.

General Situation

By common consent Coos Bay is recognized as the commercial center of the county, Coquille being the geographical center connecting with Coos Bay on the north and on the south with Myrtle Point at the junction of the three forks of the Coquille river, from Myrtle Point the natural outlet east leads up the middle fork of the Coquille river to Douglas county through Camas valley to a connection with the Pacific highway. From Coquille a natural water grade down the Coquille river leads to Bandon at the mouth of the Coquille river; thence the highway follows a practically level grade south to the Curry county line. From boat into Bandon, traffic is moved over this latter section of road by auto truck or wagon to Curry county. The dairy products from the northern end of Curry county are brought to Bandon as a marketing point.

By common consent, the entire community recognizes that from the Curry county line a trunk highway should be built connecting up Bandon Coquille and Coos Bay, and that a trunk road should be run from Coquille south to Myrtle Point and east via Middle Fork of Coquille river via Camas valley to a connection with the Pacific highway at Dillard or Green.

After a careful examination of the local territory lying north of Coos Bay and taking into further consideration the relation this outlet bears to the general development of Coos county, I am forcibly inclined to the opinion and conviction, that the northerly outlet not only deserves greater immediate recognition and development, but eventually will be a most important outlet from Coos

county, to the Willamette valley by way of Umpqua river and Elk creek to Drain, a water grade line, without any divide, connecting Pacific highway and Coast road.

For the above reasons I am led to recommend that a through trunk road be planned from the Douglas county line on the north by way of Lakeside, Coos Bay, to Curry county line via Coquille and Bandon and from Coquille east at Myrtle Point to Douglas county line via Middle Fork of the Coquille river, leading to Camas valley. The road leading from Coos Bay to Sunset Beach; Myrtle Point south to Powers; Coquille to Fairview; Coos Bay to Allegany or South Coos, when it shall have been constructed, are feederlines bringing all sections of the county to the main trunk arteries above outlined and defined.

Details of Inspection

For the purpose of more clearly outlining the local situation, I will define the sections as follows:

From Douglas county line on the north to Coos Bay, District No. 1; Marshfield to Coquille, District No. 2; Coquille to Bandon, District No. 3; Bandon to Curry county line, District No. 4; Coquille to Myrtle Point, District No. 5; Myrtle Point to Fettered or Douglas county line, District No. 6.

DISTRICT No. 1. This district has been the victim of lack of recognition. The roads as they have been laid out, have had no particular objective in view, leading to each particular section without due regard to the entire situation, such that there are three roads leading from Lower Landing, North Slough, to Ten Mile district, two of which are not yet completed. Two roads lead from the upper landing, North Slough, to Ten Mile, one of which is not completed. One road leads from Peterson's landing, Haynes Slough, to Ten Mile and one road from upper Landing, this latter road not yet completed.

In this district three conditions should be met: First—provide a road connecting this territory with Coos Bay; second—provide the territory lying within the Ten Mile watershed with a road leading to the railroad station at Lakeside, and in a similar manner, provide the territory lying within the watershed leading to Coos Bay, with a road leading to the railroad station or siding near the Lower Landing of North Slough; third—a road should be provided which will serve as a through or trunk line.

I have carefully examined this territory and believe a ferry should be established across the north end of the Bay from a point near the old Simpson wharf to a point on the peninsula opposite as will best meet conditions of wind and tide for safe ferry operation; thence around the shores crossing Larson Slough to a point in the vicinity of Peterson's Landing with a connection leading diagonally across to the Lower Landing of North Slough and to the railroad station or siding at or near that point. This North Slough connection will give temporary outlet to Lakeside and north to Eel creek by present existing road. A definite location for the trunk road should be made north from the Junction at Peterson's landing. A reconnaissance leads me to believe that this road, to serve the largest area, and if built from the county funds, should go up Haynes Slough, crossing the divide in the vicinity of Mr. Cole's ranch; thence to Schutter's Landing thence along the east shore of the arm of lake to Lakeside; thence north approximately along the present road to Eel Lake to the Douglas county line, following the westerly shore of said lake over into the watershed of Winchester creek, connecting with the road leading from Winchester Bay east to Reedsport in Douglas county.

The road above indicated up Haynes' Slough will serve the Haynes' Slough territory and give an outlet for Benson creek, Roberts creek, Johnson creek, via Templeton to a connection with the trunk road in Section 33 to Coos Bay, and also an outlet and connection with railroad via trunk line into Lakeside. The road running from Peterson's point to Lower Landing, North Slough would serve the entire territory lying within the watershed, draining into the North Slough and Haynes' Slough country, and would also furnish a railroad connection for the Larson Slough territory. If built by the state, it might be preferable to build on north from terminus of road at Saunders Lake paralleling railroad. The road should connect in North Bend with Sherman avenue at bridge over Southern Pacific railroad tracks. The natural approach from this bridge to ferry slip would appear to be through city park at north end of peninsula. The location of ferry approach on Glasgow shore will involve right of way over tide flat inside of Pier head lines.

DISTRICT No. 2 (Marshfield-Coquille)

This I consider the most important district as it furnishes connection between Coos Bay and the entire section of the county lying south of Coquille towards Bandon, Curry county and Myrtle Point, east and south. From Coos Bay south to Coaledo, the new highway has either been reconstructed or contracts will shortly be let for its construction; there remaining south of that point, with the exception of one-half mile in the vicinity of homestead of John Yoakum, to be re-built to the macadam road at the foot of the grade over Cedar Point. Before any hard surfacing shall be done, the road should

POLITICAL ANNOUNCEMENTS

—ANNOUNCEMENT—

I hereby announce myself a candidate on the Republican ticket for the office of Sheriff of Coos county, subject to the action of the voters at the primary election in May.
JOHN H. SHIELDS.

FOR ASSESSOR

Subject to the decision of the Republican electors, I announce myself a candidate for the office of County Assessor at the Primaries, May 19, to M18p.
J. P. BEYERS.

—FOR SHERIFF—

Subject to the wishes of the electors at the primaries May 19, I hereby announce myself as a candidate for Sheriff of Coos County on the Republican ticket. My platform is brief: "Efficiency and economy; strict enforcement of law."
DANIEL BARKLOW,
M16-Ma18p Myrtle Point, Oregon.

—FOR COUNTY ASSESSOR—

I wish to announce that I am a candidate for County Assessor subject to the action of the Republican primary next May—A. L. NOSLER.

—FOR COUNTY SURVEYOR—

I hereby announce myself as a Republican candidate for the nomination for County Surveyor.
S. E. HENDERSON,
M23 My18p Coquille, Ore.

—FOR SHERIFF—

I hereby announce myself a candidate for re-nomination for sheriff of Coos county, subject to the action of the Republican voters at the May primaries, at the same time thanking them for past favors.
ALFRED JOHNSON, JR.,
Mr30t M18 Present incumbent.

be re-located and rebuilt leading into Coquille from the west, extending from Spurgeon Hill northwesterly to opposite side of the slough.

DISTRICT No. 3 (Coquille-Bandon) This should include a bridge over the Coquille river, the natural location for such a bridge is at Cedar Point; one and one-half miles west of Coquille, but it is immaterial to the general road plan whether this be located at Cedar Point or within the city limits of Coquille. The section of the river road leading from the Coquille ferry to the bluffs should be abandoned and the road thrown back away from the river, as it is not just to charge up to the entire county, the maintenance of the highway in a location which involves the diking or building of a bulk head along the Coquille river, which dikes serve as a protection to the adjoining property or should be maintained by Port of Bandon unless equitable mutual arrangements be established between county and port.

From the bluffs west of Coquille to a half mile west of Lampa creek, the road will require re-construction; from one-half mile west of Lampa creek to junction of road to Parkersburg, the road has been re-built to a reasonable grade and fairly good alignment; from the junction of the road leading to Parkersburg to Bandon the existing road with the exception of one mile at top of hill, will answer the purpose for several years. When the bridge or trestle on branch road leading to Parkersburg be re-constructed, the road to Bandon should be re-located, going up the opposite side of the divide from the present highway leading from Bear creek, shortening the distance for a through line and reducing the grade to less than five per cent. The existing grade from Bear creek west is eight per cent.

DISTRICT No. 4 (Bandon to Curry County line). The new highway leading south on the township line from Bandon for a distance of four miles, is ninety per cent completed. There are sections of the road south of that point some two miles more or less, which have been graded to the desired grade and alignment. It is necessary that remaining portion should be re-located and graded, starting travelling from Curry county line and working north, as the gravel will come from creeks in the vicinity of Langlois, Curry county.

DISTRICT No. 5 (Coquille-Myrtle Point). An excellent macadamized road has been built between these two towns. There are minor changes which should be made, but are not absolutely necessary at this time. There are a few sharp curves southeast of Coquille where the alignment should be straightened, also in the vicinity of the county quarry the road should be widened out, and west of Aiken creek the trees should be removed to allow light and wind to dry out the road. The cut immediately west of Myrtle Point crossing should be widened. When the bridge over the Coquille river north and west of Myrtle Point is re-constructed, the highway grade is relocated on the upper side of the railroad from Myrtle Point to the railroad crossing, eliminating two grade crossings and utilizing the railroad as a secondary dike or embankment. This arrangement being naturally advantageous to both the railroad and highway. The new road bed to be located above high water. If a better entrance to Myrtle Point be available it should be utilized.

DISTRICT No. 6 (Myrtle Point to Douglas County line). This section of road has been well located, and well built. When it shall have been determined what Douglas county will do between Camas valley and the county line, it will be desirable to remedy grade and alignment around Sugar Loaf mountain and west of Fettered.

(Continued on page 3)

President's Warning

President Wilson has issued warning that "sinister and unscrupulous influences" are spreading alarmist reports about the Mexican situation with the object of forcing intervention by the United States "in the interest of certain American owners of Mexican properties."

His Age is Against Him

"I am 52 years old and I have been troubled with kidneys and bladder for a good many years," writes Arthur Jones, Allen Kans. "My age is against me to ever get cured, but Foley Kidney Pills do me more good than anything I ever tried." Rheumatism, aching back, shooting pains stiff joints, irregular action, all have been relieved. ORANGE PHARMACY.

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Church of Brethren

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