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PEOPLE ARE COMING

Although the toot of the locomotive is not heard in Bandon the effects of train service with the outside are already noticeable. The greatest immediate advantage is the mail service. Receiving mail from Portland in one day and parcels post every day makes one feel as if they had suddenly moved closer to the metropolis. The value of the convenience cannot be estimated. New people are also arriving daily, some to go in business others looking for farm and dairy lands. These are only forerunners of the great throng of visitors that will come to Coos county during the summer. The advent of the railroad is considered on the outside as the opening of "the Coos Bay country." It is the "first large section of territory to be tapped by a railroad for a long time, and as is always the case, it will be the mecca for all who are seeking a new location or a probable chance to pick up some easy money. Bandon will get a share of the newcomers who arrive in the county but she could perhaps attract many more with a little commercial club activity and publicity. A commercial club in Bandon has been a transitory object in the past. At its best it needs reviving quite often and this is one of those times.

BACHELORS AND OLD MAIDS

There are altogether too many bachelors and old maids in Bandon for the good of mankind. So say some of the married folks of this city and there has been some talk of asking the city council to impose an occupation tax on them. Now the object of such a tax would not be for the purpose of punishing them, not at all, but rather to suggest that they ought to get married. This being leap year, so the story goes, ways and means of some kind should be provided to get these bachelors and old maids together, and if it cannot be done in any other way, the city officials should take a hand.

To the average married man such a proposition sounds amusingly interesting, especially when thinking of their poor bachelor friends. At the same time their first thought is "what a fine idea, and it looks feasible, too."

But to one who has taken more than casual observations of the matrimonial game it is convincingly plain that it is next to an impossibility to make a successful match between a bachelor and an old maid. No matter how old a bachelor is when he marries he very seldom selects an old maid for his wife. If he does not lead a young girl to the altar he will choose a widow, either natural or grass, in preference to the old maid. Many matchmakers have planned to marry some old maid aunt or sister off to a wealthy old bachelor, but seldom are their plans successful. Whenever an old maid and an old bachelor meet there is a clash and a very noticeable one, too. They seem to despise each other as the cat and dog, and one can almost hear them mutter to each other: "You old maid!" and "You old bachelor, why haven't you taken a wife and supported her as other men? I know men of your type! I would rather talk to a married man any day."

The married woman always puts herself out to be nice to the bachelor, she treats him just as a married man. She does not regard him as a new specimen and one to "handle with care." No matter how timid or non-talkative the bachelor he always finds himself at home and comfortably at ease with the matron. There is something soothing about her to him, something which takes him back to the good old times he used to have with his mother and sisters.

But the moment he comes in contact with a real old maid he feels like a schoolboy caught in some mischief by his teacher. He feels as if instead of playing "hokey" from school he had been playing "hokey" from matrimony, and leaving undone many things which he ought to have done. He has no excuse to offer for remaining a bachelor and shirking matrimony all these years, and even if he had one he doesn't feel like telling her. Instead he feels a strong inclination to run away and he usually does.

The bachelor feels thoroughly at home and ready to talk and laugh with the matron, but he feels even giddy with the young girl. She never turns the eye of wonder or reproach upon him, neither does she condemn his character or feel the least bit annoyed at him for never having married. She blushing looks upon him as a hero, or at least fancies that she does. Never for one moment does he feel like telling her why he never married, nor does he feel the slightest bit like running away from her.

The old maid usually says or does something which makes him retire into his shell, but the matron and young girls are so frank and free and full of life that the bachelor comes forth and acts like himself. If any one can coax him to the altar it is usually this jolly matron or innocent fun-loving girl.

THE CONNECTING LINK

The coming of the railroad means much to the whole of southwestern Oregon. Coquille, Myrtle Point, Bandon and Powers are all brought into direct communication with the rest of the country as well as with Coos Bay cities. Curry county will also be greatly benefitted and now that the road has reached this far it will without a doubt extend on down through Curry county to connect at Eureka with the line from San Francisco to the north. The points to the north are also brought into close communication with Coos Bay such as never has existed before. Gardiner, Reedsport and Scottsburg on the Umpqua river are now but a short distance away and the people of that locality and Coos Bay will hereafter find that they have common interests they did not know before. The railroad will be the chain which binds together the heretofore separated localities and will make them collectively one big and important part of Oregon that is bound to find its own in the progress of the state and the affairs of the Pacific Coast.—Coos Bay Times.

A FINE TIMBER MAP

Through the courtesy of the state forester's office Western World is in receipt of a fine map of Oregon, showing each quarter section of land; nature of the timber, brush and non-timbered lands on a scale of timber values. It also gives roads, streams, and trails, and it is certain that the information contained will be of the utmost value to anyone interested in the largest natural resource of the state—timber.

To question an American's loyalty to his country is a grave insult to that individual, yet how many of them are there right here in this community who through mere negligence will fail to exercise the greatest privilege they possess as an American—that of electing their own government. In order to vote it is first necessary to register; next Tuesday is the last day. There are hundreds of voters who have not yet complied with this requirement; if they pride their citizenship they will do so before that time.

A little work on the streets with the big steam roller will certainly be appreciated. They are in frightful condition and would certainly not be very appealing to prospective settlers who will visit this place during the summer.

With almost twice as many autos as a year ago to travel over the roads of Coos and Curry counties the coming summer, it behooves drivers to be twice as careful.

The U. S. Navy has drifted from second to fourth place among the powers of the world. At that rate it will soon be ready to join the Alaskan fishing fleet.

The poor Fifield simply couldn't stand the "knocks," so she slid back into the water again.

Wouldn't it be great to meet those Portland business men next July with a big brass band?

Our delicate situation with Germany ought to be caloused by this time.

Coos county is now at least two days closer to the outside world.

The sale of seasickness powders is bound to take a slump.

The death of Villa seems to be a daily occurrence.

Bachelors beware!

The married woman always puts herself out to be nice to the bachelor, she treats him just as a married man. She does not regard him as a new specimen and one to "handle with care." No matter how timid or non-talkative the bachelor he always finds himself at home and comfortably at ease with the matron. There is something soothing about her to him, something which takes him back to the good old times he used to have with his mother and sisters.

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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.

—FOR SURVEYOR—

To the Republican voters, I hereby announce myself as a candidate for re-nomination for the office of County Surveyor at the primary election May 19th, 1916.
C. S. McCULLOCH.
A6 tM18p.

—ANNOUNCEMENT—

To Mr. and Mrs. Republican Voter Coos County, Oregon.
Dear Sir and Madam:—
I wish to announce my candidacy for Coos County Representative and respectfully solicit your consideration at the coming primaries.
My position is in favor of rural credits first; a more conservative policy of law making, second; and less public expense all the time.
Very respectfully yours,
ARTHUR K. PECK.
(Paid advertising) Mr23tf

APRIL'S MOODS

Now comes April swift returning,
April of the laughing rains,
Mildly warm to meet your yearnings,
Cool with shade in dappled lanes!
Out where blossoms lift in fragrance,
Clustered on the laden trees,
April's back from year-old vagrance,
April of the gentle breeze!
Blow no more the northers vicious,
Shriill and shrieking shafts of March,
April's come with mood capricious,
Coily modest, boldly arch!
Maddest of the months for singing
(Now it's sunny, now it pours!)
Oh, the freshness April's bringing,
April of the out-of-doors!

MORE MONEY

I pity the poor, sordid soul, who always is asking himself, "Oh, how can I add to my roll, and store up more plunder and pelf?" If always you think of your pile, and make of your handbook a pet, the things that are truly worth while you're apt to ignore or forget. If always you banker and wish, and hunger and thirst for the moon, and never go fishing for fish, or hunting warthogs with a gun, if all through the hurrying year, your thoughts are on profit and gain, your soul will be shriveled and sere, the rust will get into your brain. It gives me the willies to talk with men to whom Cash is a god; for Cash is their store and their stock, and all they can think of is Wad. The master of money ne'er knows the literature of the day, the works of Nick Carter or those of "Rita" or Bertha M. Clay. His soul is engulfed in the mart, his life's aim is sordid and grim and the treasures of song and of art and music are dead ones to him. He cares not for color or tone, and nothing for mirth does he care; he sees in the distance a "bone" and chases it down to its lair.—Walt Mason.

The sear-er for Villa still proceeds through miles of heated headlines; Sir Funston told the Mexicans They must not cross the deadlines. Our land reserve of sixteen men Will soon be fit for capture, Carranza's mood Is almost rude, And life is filled with rapture.

Odd Incidents In American History

THE U. S. MAIL SERVICE

The first record contained in our Colonial history of any kind of mail service dates from 1677, when the court at Boston appointed John Hayward "to take in and convey letters according to their direction." In 1716 Parliament passed an act to establish a general postoffice for all her majesty's dominions, New York being made the chief letter office of the colonies. The rates of postage for all letters and packages from New York to any place within sixty miles, were as follows: Single letters, 4d; double, 8d; treble, 1 shilling; one ounce, 1 shilling and 4d. In December, 1717, arrangements were made to receive letters in Boston from Williamsburg, Va., in four weeks in the summer season and eight weeks in winter. In 1738 Henry Pratt was appointed riding postmaster for all the routes between Philadelphia and Newport News, Va., to set out at the beginning of each month and return in twenty-four days.

In 1753, Benjamin Franklin was appointed deputy Postmaster General at Philadelphia. He startled the people by proposing to run a line of stage coaches from Philadelphia to Boston once a week, to start from each city on Monday morning and arrive on Saturday night.

In 1792 the following rates of postage were established, distance and net weight being the basis: One letter, less than thirty miles, 6 cents; thirty and sixty miles, 8 cents; between sixty and 100 miles, 10 cents, and over 100 miles, 25 cents.

At the time a single sheet of paper was counted as a single letter, and was charged a single rate. Two sheets were counted as a double letter, and were charged as a double rate. The same ratio was applied to a letter containing three sheets. Packages weighing one ounce required four single rates, and in proportion for any greater weight. Newspapers were carried 100 miles for one cent. For any greater distance the rate was 1-2 cents.

The first regular stage line established in the colonies began making regular trips between New York and Philadelphia in 1756; making the journey in three days. The first stage between New York and Boston commenced its trip June 24, 1772, and was to leave once a fortnight.

In 1798 the entire business of the postoffice department was conducted by the postmaster general, one assistant and one clerk. In 1833 it required forty-eight hours to convey mail from Washington to Philadelphia. In 1834 New York Saturday papers were not received in Washington until the following Tuesday afternoon.

In 1835 the mails were carried between Philadelphia and Pittsburg daily in four-horse coaches, two lines daily, one to go through in a little more than two days, the other in a little more than three and a half days. The fast coach carried the through letter mail, and the slower one the way mail and the papers. In 1833 a contractor named Reeside carried the mails between Philadelphia and New York, ninety miles, in six hours, making fifteen miles an hour. The horses were driven five miles and then changed. Eighteen changes were required. It required two horses to carry the mail, and the total number of horses required for each service was seventy-eight. The contract price was \$1 for each mile made by each horse.

The railroad as a mail service did not have a beginning before 1835. August 25th of that year the formal opening of the road between Washington and Baltimore took place and Amos Kendall, then postmaster general, at first objecting to having the mails carried by rail over this road "because it would disarrange connections with existing stage lines" was prevailed upon to carry the mail between Washington and Baltimore by rail. Carrying mails by rail was an experiment at first, attended by no little discouragement. The imperfect character of railroad machinery often caused delays. The degree of speed attained by the earlier roads was not as great as could be accomplished by stage coaches, and short lines of roads here and there tended to confuse the regular schedule time established by stage lines. With the advent of the railway postoffice car in July, 1862, the doom of the old-time distributing office was sealed, and from this one the service made rapid strides. This method was thought out by Wm. H. Davis of St. Joseph, Mo., an employe of the postoffice in that city. In that month he operated the first postoffice placed on wheels in this country on the Hannibal & St. Joseph railroad. The plan proved very successful and immediately revolutionized the service.

PRESBYTERIAN CHURCH
Rev. Winfield S. Smith, Pastor
Sabbath Services
10:00 A. M. Sabbath School
11:00 A. M. Preaching
7:00 P. M. . . . C. E. Prayer Meeting
8:00 p. m. Preaching
Wednesday
8:00 p. m. Prayer Meeting

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.**

Methodist Episcopal Church
Sabbath services: Sunday school at 10 a. m.; preaching services at 11 a. m. and 8 p. m.; Epworth League devotional service, 7 p. m.; prayer meeting, Wednesdays at 8 p. m. tf

Church of Brethren
Services every Sunday at: Sunday school at 10 a. m.; preaching at 11 a. m.; preaching at 7:00 p. m. Everyone cordially invited. C. H. Barkliw, Pastor.

Let
MARK WINDLE
THE TAILOR
make that old suit
look like new.



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Until further notice we will give 3 regular 5c loaves of our high-grade bread for 10c.

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Consulting of Solos a Specialty
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L. O. O. M.
Loyal Order of Moose meets Every Thursday Evening in Moose Home. Transient Moose cordially invited. Something doing every Thursday.
W. A. Le GORE, Dictator.
H. E. HORNUNG, Sec'y.

W. O. W.
Seaside Camp No. 212, W. O. W. Meets first and Third Tuesdays in each month at 8 P. M.; Knights of Pythias hall. Visitors are assured a hearty welcome.
J. N. HOSKING, C. C
F. H. COLGROVE, Clerk.

KNIGHTS OF PYTHIAS
Delphi Lodge No. 64, Knights of Pythias. Meets every Monday evening at Knights hall. Visiting Knights invited to attend.
S. Ralph Dippel, C. C.,
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