

Result-Getting Classified Department

CLASSIFIED RATES—One cent per word, first insertion; 1/2 cent per word for each insertion thereafter; 30 words or less, \$1 per month. No advertisement inserted for less than 25 cents. All classified ads are cash with order.

FOR RENT—Small farm of 20 acres, 3 1-2 miles from Bandon, with good house and outbuildings, about 7 acres cleared, fine chicken ranch. Address Box 774, Bandon, Phone 931. 1tp

FOR SALE—155 acres of land at \$16 per acre, handy to school; for information, apply World office 515p

WANTED—At once by a needy refined lady with two well disciplined little girls of 5 and 7 years, a position as housekeeper. Good home near a school more of an object than salary. Neat, economical, reliable and congenial. References. Address Mrs. Jessie Collins, Gen. Del., Portland, Oregon. a10p

WANTED—We will pay 5c per pound for all clean COTTON rags presented at this office within the next week. Remember, no wool rags, or cotton or woolen socks will be accepted.

Property to Trade

Medford in the Rogue River Valley is the finest residence city in Oregon. Lots of sunshine, light rainfall, no extremes of heat or cold; high class population and good transportation. Have property there to trade for Coos County property in parcels of \$750.00 to \$5,000.00.

A. Y. LINDSEY,
Fullerton, Calif.

WANTED—We pay cash for empty gunny sacks.—Dippel & Wolverton. Mr30ff

BUTTERWRAPPERS—Printed to your order in all lots from 100 up, specially prepared inks, pure white vegetable paper; cardboard butter cartons. See samples and get prices. WESTERN WORLD. tf

WANT ADS—In this column bring results. You can sell, buy or exchange anything at a very low advertising cost. Try it. Must be cash with order. See top of column for rates. A more simple method of determining cost of a want ad may be determined by counting words; allowing six words to a printed line and allowing 5 cents per line per issue. No want ad for less than 25 cents accepted. tf

When you need Job Printing phone 901, Western World, and a representative will call. Only first class work and at reasonable prices.

ADMINISTRATOR'S NOTICE

NOTICE IS HEREBY GIVEN: That Chris Rasmussen was appointed administrator of the Estate of Harry Suderman, deceased on July 29th, 1916, by the County Court of the State of Oregon, for Coos County, and all persons having claims against the said estate are required to present them with proper vouchers, within six months from the date of this notice, to-wit: on or before February 10, 1917, to said administrator, at his place of business, in Bandon, Oregon, August 10th, 1916.
CHRIS RASMUSSEN,
Administrator.
A 10 17 24 31 57

No. 05988

NOTICE FOR PUBLICATION Department of the Interior.

U. S. Land Office at Roseburg, Oregon, August 2, 1916.
NOTICE is hereby given that Henry C. Hughes, of Bandon, Oregon, who, on March 21, 1916, made Homestead Entry, Serial, No. 05988, for the SW 1/4 of NW 1/4, W 1/2 of SW 1/4 of Sec. 24, and NW 1/4 of NW 1/4 of Section 25, Township 29 S, Range 15 W, Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before Manton E. Treadgold, U. S. Commissioner, at his office, at Bandon, Oregon, on the 18th day of September, 1916.
Claimant names as witnesses: Henry Hess, of Bandon, Oregon; Chris Richards, of Bandon, Oregon; Ed. Stillwell, of Bandon, Oregon; Charles L. Luke, of Bandon, Oregon.
W. H. CANON,
Register.
Aug. 10 17 24 31 57 14.

DISSOLUTION OF PARTNERSHIP

NOTICE IS HEREBY GIVEN: That the firm of Foster & Laffaw, proprietors of the Bandon Garage Co., have by mutual consent, dissolved partnership. C. L. Foster having purchased the interests of G. M. Laffaw. All accounts due the above named company are payable to C. L. Foster and all debts of the said company are likewise assumed by him; change in ownership taking effect August 1, 1916.
Dated this 9th day of August, 1916 at Bandon, Coos county, Oregon.
C. L. FOSTER,
G. M. LAFFAW.

A10 17 24

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN: That the undersigned, by order of the County Court for Coos County, Oregon, has been duly appointed administratrix of the estate of J. L. Kronenberg, deceased; and that all persons having claims against said estate are hereby notified that they are required to present the same duly verified and with the proper vouchers therefor, to the undersigned at the office of John Nielson in Bandon, Coos County, Oregon, within six months of the date of this notice.
Dated this 19th day of July, 1916.
OTTILLIE K. KRONENBERG,
Administratrix of the estate of J. L. Kronenberg, deceased.
Jy27 a3 10 17 24

NOTICE OF FINAL ACCOUNT

NOTICE IS HEREBY GIVEN: That Mabel Curtis, administratrix of the estate of Edward Kilduff deceased, has filed in the County Court for Coos County, her final account and that the Court has appointed Tuesday the 5th day of September, 1916, at the hour of 11 o'clock A. M. of said day at the Court House in Coquille City, Coos County, Oregon as the time and place for hearing objections to such final account and the final settlement and closing of said estate.
THEREFORE, all persons interested are hereby notified to present their objections to such final account and the closing of said estate on or before such date.

MABEL CURTIS,
Administratrix of the Estate of Edward Kilduff, Deceased.
GEO. P. TOPPING,
a3 10 17 24 31 Attorney for Estate.

No. 06616

NOTICE FOR PUBLICATION Department of the Interior

U. S. Land Office at Roseburg, Oregon, August 2, 1916.
NOTICE is hereby given that Mary E. Howe, widow of Levi M. Edwards, deceased, of Langlois, Oregon, who on October 4, 1910, made Homestead Entry, Serial, No. 06616, for the SE 1/4 of NW 1/4 and E 1/2 of SW 1/4 of Sec. 23, Township 30 S, Range 14 W, Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before Hardy T. Stewart, U. S. Commissioner, at his office, at Port Orford, Oregon, on the 18th day of September, 1916.
Claimant names as witnesses: Jesse H. Wilson, of Langlois, Oregon; Lyman V. Chesley, of Langlois, Oregon; Harve Smith, of Langlois, Oregon; E. H. Strain, of Langlois, Oregon.
W. H. CANON, Register.
Aug. 10 17 24 31 57 14.

No. 06588

NOTICE FOR PUBLICATION Department of the Interior

U. S. Land Office at Roseburg, Oregon, August 2, 1916.
NOTICE is hereby given that Jesse H. Wilson, of Langlois, Oregon, who, on September 10, 1910, made Homestead Entry, Serial No. 06588, for the SW 1/4 of NW 1/4 of Sec. 26, and S 1/2 NE 1/4 and NW 1/4 NE 1/4 of Section 27, Township 30 S, Range 14 W, Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before Hardy T. Stewart, U. S. Commissioner, at his office, at Port Orford, Oregon, on the 18th day of September, 1916.
Claimant names as witnesses: Mary E. Howe, of Langlois, Oregon; Lyman V. Chesley, of Langlois, Oregon; Harve Smith, of Langlois, Oregon; E. H. Strain, of Langlois, Oregon.
W. H. CANON, Register.
Aug. 10 17 24 31 57 14.

NOTICE OF SHERIFF'S SALE

BY VIRTUE of an execution and Order of Sale duly issued by the Clerk of the Circuit Court of the County of Coos State of Oregon, dated the 23rd day of June, 1916, in a certain action in the Circuit Court for said County and State, wherein George W. Moore Lumber Company, a corporation, as Plaintiff, recovered judgment against Joseph W. Coach, Defendant, for the sum of Three hundred sixty-eight and 42-100 Dollars, and costs and disbursements taxed at Thirty-one and 46-100 Dollars, on the 2nd day of May, 1916.

NOTICE IS HEREBY GIVEN: That I will on the 18th day of August, 1916, at the front door of the Court House in Coquille in said County, at 10 o'clock in the forenoon of said day, sell at public auction to the highest bidder, for cash, the following described property, to-wit:
The undivided one-half interest in and to E 1/2 and also E 1/2 of the W 1/2

of Section 36, Township 29, south range 15, West of the Willamette Meridian in Coos County, Oregon, containing 480 acres; also beginning on the north line of Caroline Street 459 feet north and 115.4 feet east of the southwest corner of block 2 in the Ferry Creek Addition to the Town of Bandon (now City) Coos County, Oregon, running thence south 77 degrees 13 minutes east, 191 feet along the north line on Caroline Street to the property of G. J. Armstrong; thence north 60 degrees 45 minutes east, 38.2 feet; thence north 42 degrees 9 minutes east, 127 feet to the northeast corner of the property of G. J. Armstrong, and to the south line of the Bandon Cemetery tract; thence north 45 degrees 30 minutes west, 135.5 feet along the south line of the Bandon Cemetery, to the southwest corner thereof; thence south 48 degrees 30 minutes west 51.8 feet to the southeast corner of W. Vandecar's tract; thence north 52 degrees 15 minutes west 103.8 feet to the northeast corner of Mrs. Crane's tract; thence south 24 degrees 15 minutes west 212 feet to the place of beginning; also lots 4 and 5 in block 2 in Woodland Addition to the Town, now City, of Bandon. Also lots 6, 7, 8, 9 and 10 in Block 1, Coos Bay Plat "C"; lot 19, Block 13, in the City of North Bend, Oregon, and lot 17, Block 65, Bennett's Addition to Marshfield, Oregon, according to the plats thereof on file and of record in the office of the County Clerk of Coos County, Oregon.

Taken and levied upon as the property of the said defendant Joseph W. Coach, or as much thereof as may be necessary to satisfy the said judgment in favor of Plaintiff and against said Defendant with interest thereon, together with all costs and disbursements that have or may accrue.
ALFRED JOHNSON, JR.,
Sheriff.
Dated at Coquille, Oregon, July 17th, 1916.
First publication July 20th, last publication August 17th, 1916.
Jy20 27 a3 10 17

He Could Hardly Walk
Deranged kidneys cause rheumatism, aches, pains, soreness, stiffness. Ambrose Gary, Sulphur, Okla., writes "I was bothered with kidney trouble ten years and at times could hardly walk. I began taking Foley Kidney Pills. I got relief from the first but continued till I had taken three bottles. I feel like a new man."—ORANGE PHARMACY.

BEER IN TABLET FORM

NOW BEING SOLD HERE
Extract of Joy or Concentrated Woe Can Be Sent Through the Mails by Parcel Post.

"Come over here, I want to tell you something," said a friend of the Western World reporter, and with hopes and visions the said reporter followed him to a secluded corner. But not yet. At least not just then for what the mystery was about is said to require about 12 hours to get in proper shape for action. "See this," the fellow, said "mix this junk according to directions and you will have real beer in about 12 or 24 hours, at least that's what this blaméd literature says. I'm goin' to go start the mixture fizzing right away. Want to go along?"
According to the literature it seems the concoction mentioned is supposed to be extract of malt and other ingredients of beer, which under proper treatment can be made to produce a substitute for the real article.

SOME TRIED RECIPES

(Western World desires to thank the friend who sent in the following recipes. It is certain they will prove of interest to many housewives.—Ed.)

Cucumber Chips

Take 1 gallon of medium sized cucumbers, put in a stone jar and add a small half cup of salt; cover with boiling water and cover jar tightly; heat 3 mornings; then wipe dry and slice thin; allow 1 cup of granulated sugar and 1 pint of vinegar to 1 quart of sliced cucumbers; then boil vinegar, sugar, spices and a lump of alum the size of a hickory nut, add a couple of small green peppers, sliced; pour over pickles; heat the vinegar 3 mornings and on the fourth day heat all; then seal. I use a small sized package of mixed pickling spices.

Mustard Pickles

Take 1 gallon of cider vinegar; 1 cup of sugar; 1 cup of salt; 1 cup of ground mustard; mix. Then pick cucumbers and put them in cold water for 24 hours; then wipe dry and put them in the mixture. This will make two gallons of pickles and they keep brittle. We think they are extra good.
A SUBSCRIBER.

RAILWAY MEN NOT SEEKING REAL EIGHT HOUR DAY

Actual Object Is Enormous Wage Increase For No More Work, Companies Declare.

What is an eight hour day? The answer to this question is one of the vital points in the wage controversy between the railroads and their engineers, conductors, firemen and brakemen which will come to a head early in August, when the employees complete the nation wide strike vote they are now taking to enforce their demands.

The railroad managers say that the train employees' organizations are misleading the public when they refer to their demands as providing for an eight hour day. They declare that the eight hour "basic" day which the employees are contending for merely provides for an enormous increase in wages by increasing the rate of pay per hour without either limiting the working day to eight hours or even requiring a full eight hours work for a day's pay.

The spokesmen for the brotherhoods admit that they are not asking for a "real" or "absolute" eight hour day, but they insist that the granting of the demand for a day's wage for eight hours or less and for 50 per cent more than the regular hourly rate for all overtime will make it so expensive for the roads to work their train crews for more than eight hours that they will increase the speed of their trains and thus effect a reduction in the working hours of the train crews.

This assertion was explained recently by W. G. Lee, president of the Brotherhood of Railroad Trainmen, who said:

"If all terminals were 100 miles apart we would be in a position to demand an absolute eight hour day. But we recognize that the divisions vary in length, many exceeding 100 miles. As a concession to the railroads we have agreed to the twelve and one-half mile basis in lieu of the absolute eight hour day. On long divisions it permits them (the management) to ignore the eight hour day and escape the overtime by simply making an average speed of trains equal to or exceeding twelve and one-half miles an hour."

On the other hand, the railroad managers assert that they cannot increase the average speed of their trains without decreasing the load of each train and running more trains, which would require the employment of more train crews to handle the same amount of freight they now carry. This, they say, would increase operating expenses by even more than the increase in wages would amount to.

In order to provide for a real eight hour day the railroad managers declare many changes would have to be made not only in the wording of the demands as presented by the employees, but also in many of the most important of the other provisions of the present wage schedules which the brotherhoods insist shall be left unchanged. Most of the present schedules applying to freight and switching service provide for a day's wage for each 100 miles or less their trains run or for each ten hours or less of work, thus guaranteeing a day's pay to any man who is called for any work during the day. They also provide for extra payment for hours in excess of ten or miles in excess of 100. In passenger service the basis for a day's pay is even less. In the case of engineers and firemen it is five hours in eastern territory and six hours and forty minutes in western territory. The demands provide for a day's pay for eight hours or less or 100 miles or less and do not apply to the passenger service, which is already on a basis more favorable to the employees than an eight hour day.

The demand for time and one-half for overtime would therefore penalize the railroads, they say, for time required to complete a train run in excess of eight hours or for any delay, while the employees would still continue to draw a full day's pay in many cases for considerably less than the standard day's work.

TO SETTLE LABOR DISPUTES.

Federal Body Should Fix Railway Rates and Wages.

Baton Rouge, La.—Commenting on the prospective railroad strike for higher wages, the Times says: Congress should pass an act at once giving the interstate commerce commission authority to settle the labor disputes, just as it has the right to fix rates.

It is more important that the interstate commerce commission have the right to fix wages and settle disputes than that it have the right to determine freight rates and prohibit rebates.

Business can hobble along under high freight rates. Death would follow a general railroad strike.

Both the railroads and the railroad men may be able to withstand a strike, but the public cannot. The public is not in a position to face a general strike of the railroads in the country.

The calamity is too awful to contemplate.

It would be more frightful than a dozen Mexican wars. It should not be in the power of a set of men to bring such a disaster to the public.

The commission has the right to say what the railroads shall charge for their service.

This commission should be given the right to say what they shall pay for the labor that it takes to perform this service.
And it should be given this authority at once.
Western World—the Quick Print.

Land Office Issues Explanatory Letter

Methods of Procedure to Obtain Tracts of the Lands Are Outlined in Detail.

The following circular letter has been sent out by the Roseburg land office officials relative to the railroad grant lands:

Lands to Be Classified

An act of Congress approved June 9, 1916, which revests title to these lands in the United States, provided that the lands shall first be classified as: (1) powersite lands; (2) timber lands; (3) agricultural lands. Powersite lands are withheld from entry subject to present and future legislation; timber lands are such lands having 300,000 or more feet of timber to the 40 acre tract; agricultural lands include all lands not classified as powersite and timber. Agricultural and timber lands are subject to mineral exploitation and entry under existing mineral land laws, except that title to the timber thereon may not be acquired by mineral entry. The timber on the timber lands will be sold for cash, under some plan of competitive bidding to be later determined by the secretary of the interior. While the timber may be placed on sale in large bodies, yet the plan of sale will provide that any legal subdivision may on application of a qualified purchaser be offered for sale separately before being included in a larger unit. For timber thus purchased, a reasonable time will be given for its removal, after which the land becomes open to entry under the homestead laws. Patent will be issued for the timber alone and such timber will be subject to the taxing power of the state.

Entry is Provided

The lands classified as agricultural will become open to entry under the general provisions of the homestead law, with certain modifications relative to cultivation, and open to entry in accordance with the act of September 30, 1913, which states that "The President may provide for the opening of lands by settlement in advance of entry, by drawing, or by some such method as he may deem advisable, under such regulations as may be promulgated by the secretary of the interior within the scope of his act." The opening of the railroad lands will follow some such

general plan as given in said act. In addition to the usual homestead fees and commissions, 50 cents per acre must be paid for the land when entry is allowed, and \$2 per acre at time of making proof. Commutation proof will not apply to these lands nor will patent be issued until entry-man has resided upon and cultivated the land for a period of three years, proof of which must be made within five years from the date of entry. The area required for cultivation shall be such as to satisfy the secretary of the interior that the entry was made in good faith for the purpose of settlement. Only persons qualified to enter land under the homestead law may enter this railroad land. Exception is made of such persons who are otherwise qualified but who have exercised their homestead right, and who since December 1, 1913, have resided upon the land. To such persons, preference right is also given, and such persons may also enter the subdivision having more than 300,000 feet of timber, on which his improvements are located. The work of classification of these lands in the field was begun August 1, 1916, in Jackson and Josephine counties. The classification will proceed north, and will probably be completed some time in 1917. While no definite information may be given as to when any of these lands will be thrown open to entry, yet it is stated on the authority of those having charge of the work of classification that certain bodies of land in Jackson or Josephine counties may be open for entry some time in the latter part of this year. At this time no more definite information may be given out in regard thereto. Very respectfully,
(Signed) W. H. Canon, register; R. E. Turner, receiver.

Big Dance at Two Mile

On Saturday, August 26, will be given a big prize dance at the Two Mile hall. Prizes to the best lady and gent raggery; good music; good time for everybody assured. Prizes on display at Boyle Jewelry company store. 2tc

The first car of live stock ever shipped from Coos county, was sent out over the new railroad last week by G. W. Eyre, a stock buyer of Salem. 82 hogs and 8 cattle made up the shipment, part of the hogs, it is said, coming from this section.

Western World—the Quick Print.

We Pay Cash For Poultry and Produce of all Kinds

Choice Meats and Vegetables

Make cooking a pleasure for the housewife. Our place is a Mecca for discriminating cooks for they have learned the fact that our new plant offers quality and service that is unexcelled anywhere.

A telephone call will bring our quick delivery service to your door with anything on the meat and vegetable market. Use the phone and call up 131.

BANDON MARKET
G. H. RESKY, Prop.

Free A Gold Monogram Watch Fob

With every suit ordered from \$18 up

FOR 10 DAYS ONLY. Get your order in today

If you have purchased one suit—get another— a medium weight, one that you can wear all year around because clothing will double in price next fall and you might as well save while saving is good.

RALPH ELLIOTT'S Tailor Shop
Next to Gallier Hotel.