

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.

LOST—Between Bandon and Four Mile one jointed bamboo fishing rod and two jointed steel fishing rods. Finder leave at Bandon Grocery and receive reward. M21t2p

COLLIE PUPPIES FOR SALE—Bred from trained cattle dogs. Address A. Albert Eddy, Langlois, Oregon. 2t

TIE MAKERS WANTED—Will pay 20c per tie for making. If interested write me. Frank Fish, Bandon, Oregon. Je7 14c

FOR SALE—Two second-hand automobiles, and one boat engine. Enquire Western World. Je14t2p

FOR SALE—a number 22 De Lavel separator, capacity 1150 lbs. an hour; guaranteed good as new. Address Jeff C. French Port Orford, Oregon. M24tfc

FOR SALE—1 fresh cow, 6 heifers, 1 single harness, 1 plow and 1 harrow. W. P. Laws, Four Mile, Bx. 25, (Bandon). Je21 28p

FOR SALE—4-room house on corner lot 132x132; \$109 down, \$10 a month; furnished. Inquire at this office. 2tp

FOR RENT—Furnished hotel. Address Geo. Bennett, Bx. 85, Langlois, Oregon. Je21 28 jyc

FOR SALE—Six cylinder Chalmers auto at \$450. See Geo. P. Laird, Bandon. Je21tfc

WANTED—Furnished house to rent. Inquire Western World. 1t

WANTED—Wool at 55c a pound and cascara bark at 6 cents a pound. Oliver Waldvogel, Phone 501X, Bandon. Je28t4

FOR SALE or EXCHANGE for Bandon property—4 lots and large well-built bungalow; fireplace, dutch kitchen, porches, grand view, \$1500. Also bargain unimproved land; 30 acres. Box 121, Nehalem, Ore. Jy12p

FOR SALE—Good work team, set harness and complete camp wagon. W. A. Harris, at entrance to Ball park. Je28t2p.

TRESPASS NOTICE
NOTICE is hereby given that trespassing in any form is prohibited on my premises at Two Mile. Chris Richert. J18t1

All persons are hereby warned that hunting and fishing or trespassing in any form is strictly forbidden on the premises known as the McClellan New Lake ranch.

POMEROY & GUERIN,
019t1. Langlois, Ore.

WANTED—We pay cash for empty gunny sacks.—Dippel & Wolverton. Mr30t

NOTICE FOR PUBLICATION
08308 (and) 011001

Department of the Interior, U. S. Land Office at Roseburg, Oregon, May 31, 1917.

NOTICE is hereby given that George A. McMullen, of Bandon, Oregon, who, on September 13, 1912, made Homestead entry serial No. 68308, for the W 1/2 SW 1/4 sec. 2 and NW 1/4 NW 1/4 Sec. 11, and also made additional homestead entry serial No. 011001 on May 1, 1917, for the NE 1/4 NE 1/4, Section 10, all in Township 30 S., Range 15 W., Will. Meridian, has filed notice of intention to make three year final proof, to establish claim to the land above described, before I. N. Miller, U. S. Commissioner, at his office at Bandon, Oregon, on the 11th day of July, 1917.

Claimant names as witnesses: Sidney N. Croft, of Bandon, Ore. B. R. Taylor, of Bandon, Ore. James E. Adams, of Bandon, Ore. George O. Pope, of Bandon, Ore. W. H. CANON, Register.

Je7 14 21 28 jy5

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN: By Harry J. Walker, administrator of the Estate of Mary E. Walker, Deceased, to the creditors and all persons having claims against the said deceased, to present such claims with the necessary vouchers, within six months after the publication of this notice to the said administrator, at the law office of I. N. Miller, First National Bank Bldg., Bandon, Oregon, for allowance or rejection.

Dated this 26th day of May, 1917.

HARRY J. WALKER, Administrator of the Estate of Mary E. Walker, Deceased.

Date of first publication, May 31, 1917.

Date of last publication June 28, 1917.

IN THE COUNTY COURT OF THE STATE OF OREGON IN AND FOR THE COUNTY OF COOS.

In the Matter of the Estate of)
of)
John K. McLeod, Deceased.)

NOTICE OF SETTLEMENT OF FINAL ACCOUNT.

NOTICE IS HEREBY GIVEN:

That Mary McLeod, Administratrix of the Estate of John K. McLeod, Deceased, has rendered and presented for final settlement and filed in the above entitled Court her account of the administration of said estate, together with a report thereof, and that the Honorable James Watson, Judge of the above entitled Court, did on the 25th day of May, 1917, make an order fixing the 19th day of July, 1917, at the hour of 10 o'clock A. M. as the time, and the County Courthouse at Coquille, Coos County, Oregon, as the place, for hearing said report and the settlement of said account, at which time and place any person interested in said estate may appear and file objections to said final account and contest the same.

Dated May 26th, 1917.

MARY McLEOD, Administratrix of the Estate of John K. McLeod, Deceased.

Date of first publication May 31, 1917.

Date of last publication July 28, 1917.

ADMINISTRATRIX'S NOTICE

NOTICE IS HEREBY GIVEN: That the undersigned was duly appointed by the County Court of Coos County, Oregon, as administratrix of the estate of George H. Bethel, deceased, and has duly qualified, and letters issued. Therefore all persons having claims against said estate, are hereby notified to present the same, duly verified at the office of C. R. Wade, in Bandon, Coos County, Oregon, within six months from the date of the last publication of this notice, to-wit: On or before the 21st day of December, 1917.

Dated at Bandon, Oregon, May 24th, 1917.

ELIZABETH BETHEL, Administratrix.

M24 31 Je7 14 21

IN THE CIRCUIT COURT OF THE STATE OF OREGON IN AND FOR THE COUNTY OF COOS.

Lillie M. Frewett,)
Plaintiff,)
vs.)
Ira C. Zeh and Olive)
Zeh, his wife, and the)
City of Bandon, a Municipal Corporation,)
Defendants.)

SUMMONS

To IRA C. ZEH, one of the Defendants above named:

IN THE NAME OF THE STATE OF OREGON, You are hereby required to appear and answer the complaint of the plaintiff in the above entitled court and cause on or before the last day of the date prescribed in the order for publication of said summons, and that if you fail to appear and answer said complaint on or before said last day of the time prescribed in said order plaintiff will apply to the court for the relief demanded in her complaint aforesaid, and will take judgment against you therefor, a succinct statement of which said relief demanded in said complaint is as follows, to-wit:

Judgment against you and Olive Zeh jointly and severally and against certain mortgaged premises described as follows: All of Lots five (5) and six (6) in Block two (2) Bell View Addition to the City of Bandon, Coos County, Oregon, in the sum of Six Hundred Fifty (\$650.00) Dollars principal, together with interest thereon from and after the 5th day of February, 1917, at the rate of 10 per cent per annum; and for the further sum of One Hundred Twelve and 75-100 (\$112.75) Dollars delinquent taxes paid by plaintiff which had become a lien on said mortgaged premises, and for the further sum of One Hundred (\$100.00) Dollars attorney fees and for the costs and disbursements of this suit, and that a decree be made for the sale of said mortgaged premises by the Sheriff of Coos County according to law and the practice of this court, and that after applying the proceeds of sale of said mortgaged premises for the satisfaction of said judgment, and the overplus, if any there be, be paid into the court to await the further order of this court, and that execution issue against the defendants Ira C. Zeh and Olive Zeh for any deficiency.

Service of this summons is made upon you by publication thereof in the Western World, a weekly newspaper of general circulation in the state of Oregon, published in Bandon, Coos County, Oregon, pursuant to an order of the above entitled court dated on the 19th day of June 1917, authorizing such service upon you by publication in said newspaper once a week for the full period of six weeks pursuant to the laws of Oregon, the date of the first publication being made on the 21st day of June, 1917, and the date of the last publication being made on the 2nd day of August, 1917, and you are hereby notified of the time prescribed in the order for publication of said summons upon you, and on or before the last day of which you must make answer shall begin to run from the day of the first publication thereof.

JOHN S. COKE, Circuit Judge.

I. N. MILLER, Attorney for Plaintiff.

Je21 28 jy 5 12 19 26 a2

BRITISH EXPERT

LAUDS RAILROADS OF UNITED STATES

Tells Congress Committee That They Lead World.

NO GOVERNMENT OWNERSHIP

It Would Mean Political Control and Loss of Efficiency—Declares That Crisis Confronts Country on Account of Transportation Situation—Lowest Freight Rates to Be Found In United States.

Washington, D. C.—That the United States is face to face with a serious crisis in its commercial affairs, due to the conditions by which its transportation system is confronted was the opinion expressed by W. M. Acworth, England's leading authority on railways, before the Newlands joint committee on interstate commerce at a special session held here to enable the committee to hear his views before his departure for London. Two steps are necessary, according to Mr. Acworth, to avert this crisis and to solve the threatening railroad problem confronting the country.

The first is to allow the railroads to charge freight rates sufficient to meet the great advance in operating expenses which is taking place and to enable them to command the credit necessary to provide the extensions and improvements needed to meet the growing demands of business. The second is to do away with the multiple and conflicting systems of regulation that now hamper railway operation and to provide one centralized regulatory agency with such local subdivisions as may be necessary.

Higher Rates a Public Necessity.

Mr. Acworth's views on the transportation situation in the United States were expressed in answer to questions by members of the committee, who asked him to apply his knowledge of railway conditions throughout the world and of the experience of other countries with government ownership to the present problem before the United States.

"The fundamental factor in the situation is very simple," said Mr. Acworth. "It lies in the fact that you cannot get three-quarters of a cent's worth of work done for less than three-quarters of a cent, no matter whether the agency performing it is a government or private enterprise. Freight rates must advance when the cost of performing the service advances as it is doing at present, just as the price of bread or meat or any other commodity increases with increased cost of production."

In answer to a question Mr. Acworth said that he thought American freight rates had been at much too low a level for several years past, that they had reached this low point during the period of cutthroat competition among the roads and had since been held there by regulating bodies. Unless relief were afforded to the carriers very promptly, he said, the result would be a tremendous loss to the people of the whole country through insufficiency of transportation facilities.

Weakness of Government Ownership.

On the subject of government ownership of railways Mr. Acworth said:

"It is impossible to obtain satisfactory results on government railways in a democratic state unless the management is cut loose from direct political control. Neither Australia nor any other country with a democratic constitution—perhaps an exception ought to be made of Switzerland—has succeeded in maintaining a permanent severance. In France, in Belgium, in Italy, parliamentary interference never has been abandoned for a moment. The facts show that government interference has meant running the railways not for the benefit of the people at large, but to satisfy local and sectional and even personal interests."

Prussia, Mr. Acworth said, was the best example of an efficient government railway system, and he pointed out that military considerations were treated as of paramount importance in the Prussian railway system. While American freight rates had been reduced nearly 40 per cent in thirty years, rates in Prussia were nearly as high as at the beginning of the period. While the charge for moving a ton of freight one mile in the United States was a trifle over three-quarters of a cent, the rate in Prussia was 1.41 cents.

As illustrating the difference in rates between government and private roads Mr. Acworth compared the railways of New South Wales, Australia, with those of Texas. While the amount of traffic to each mile of line was about the same in both cases, he pointed out, the Texas railways performed for the public four times as much service as the government owned roads of New South Wales. The charge in Texas for hauling a ton of freight one mile was less than 1 cent, while in the Australian state it was well over 2 cents.

"American railways lead the world," said Mr. Acworth. "Nowadays when men in any other part of the world want to know how to run a railway they come to the United States and study your railways here. The American railways are entirely the result of private enterprise, and I think they go a long way toward proving the case against government ownership."

NOTED SOPRANO WILL SING HERE

Mary Adel Hays of New York With Band.

The joint concert appearance of Mary Adel Hays, prima donna soprano of New York, with the Royal Venetian Band at Chautauqua, will be the greatest musical attraction featured at the Ellison-White Assemblies.



MARY ADEL HAYS.

this season. Miss Hays possesses an unusual range of three octaves, and the astonishing ease with which she does the coloratura roles is equaled only by the warmth, smoothness and strength of her voice in sustained passages. She especially excels as a band soloist, the volume and power of her tones rising easily above the heavy brass accompaniment.

Just What She Needed

When women complain of weariness, headache, dull headaches and similar ailments, they accept those troubles as their lot because they are women, when the ailments may be the results of disordered kidneys. Mrs. Mary V. Bunker, Milton-on-the-Hudson, N. Y., writes of Foley Kidney Pills: "Just what I needed." Sold everywhere.

MANY ADVANTAGES FROM GOOD ROADS

Investigation By Government Shows Such Expenditures Are Justified.

Investigations conducted by the United States Department of Agriculture prove conclusively that good roads increase school attendance, improve social conditions and enlarge business transactions, while the selling price of tillable farm land increases more than the total cost of the improvements. Discussing these subjects, the Weekly News Letter, published by the Department of Agriculture, had the following:

"A 15 per cent increase in the proportion of the available children attending schools took place following the construction of good roads in eight counties studied by the Office of Public Roads and Rural Engineering of the Department. The improvement in roads was followed also in several of the counties, the report shows, by consolidation of a number of the little one-room schools into graded schools, which give the pupils better educational advantages; by a development of various industries, and by social improvements due to easier intercourse. These improvements are related closely to increases in land values and decreases in hauling costs, effects also traced to the construction of improved roads. The studies were made in Spottsylvania, Dinwiddie, Lee and Wise Counties, Virginia; Franklin County, New York; Dallas County, Alabama; Lauderdale County, Mississippi, and Manatee County, Florida.

"To determine as far as possible the exact dollars and cents effect on a county of the improvement of bad roads, specialists of the office of Public Roads and Rural Engineering of the Department made economic surveys in eight counties in each of the years from 1910 to 1915, inclusive.

"This study of the increase in the values of farm lands in the eight counties reveals the rather interesting fact that following the improvement of the main market roads the increase in the selling price of tillable farm lands served by the roads has amounted to from one to three times the total cost of the improvements. The increase in values in those instances which were recorded ranged from 63 per cent to 80 per cent in Spottsylvania Co., Va.; from 68 to 194 per cent in Dinwiddie Co., Va.; from 70 to 89 per cent in Lee Co., Va.; 25 to 109 in Wise Co., Va.; 9 to 114 in Franklin Co., N. Y.; 50 to 100 in Dallas Co., Ala.; 25 to 50 in Lauderdale Co., Miss., and from 50 to 190 in Manatee Co., Fla. The estimates of increase were based for the most part upon the territory within a distance of one mile on each side of the roads improved.

These same investigations by the Department of Agriculture disclosed that in the last 12 years there has been an increase of more than 250 per cent in the total outlay for roads and bridges in the United States.

CAN'T FAIL

If you'd succeed, This adage mind: First find your work; Then work your find.

MEATS AND SAUSAGES

Prepared for you from only the choicest of animals, under ideal conditions, therefore guaranteeing good healthful sanitary food.

Our prices are consistent with those of the market, and you may rest assured at all times that by being our customer you are practicing true economy.

Our modern equipment affords you service and quality combined, at moderate prices.

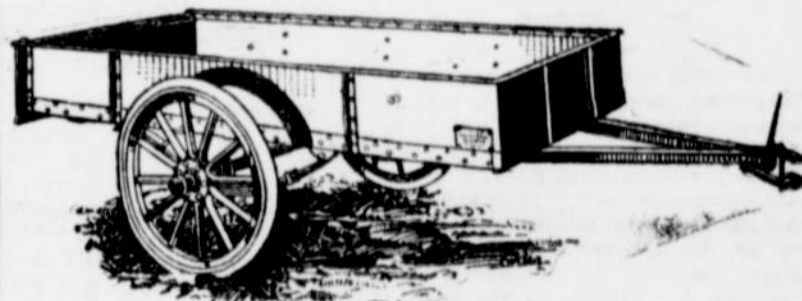
BANDON MEAT MARKET

G. H. Resky, Prop. Phone 131

Housewives should bear in mind that we always have the latest in fresh vegetables. Sanito. Violin, guitar, mandolin, etc. strings and supplies of all kinds at It Sabro Bros. 1f

Hook This Onto Your Car

and make it do the work of an auto truck



Rogers Bros. ALL STEEL Trailer

You can carry a load of 1000 to 4000 pounds on any automobile without removing the body. You can get the size you want and have it attached to any make of car. When you don't need it just disconnect and leave it at home.

Price of 1000 lb. Trailer \$130

SEE OUR DEMONSTRATION MODEL

BANDON GARAGE

Auto Supply Headquarters C. L. Foster, Prop.

S. S. ELIZABETH

Eight Day service between Coquille River and Frisco

SAILS

FOR BANDON FROM SAN FRANCISCO

Large Two Berth Outside State-rooms with running water.

FIRST CLASS Passenger Fare \$10.00

RESERVATIONS: J. E. Norton, Coquille Perkins', Myrtle Point; Hillyer's Cigar Store, Marshfield; E. B. Thrift, Langlois

E. & E. T. KRUSE, owners and managers, 24 Calif. St., San Francisco.

J. E. WALSTROM AGENT BANDON

Central Transfer Co.

QUICK, RELIABLE SERVICE AUTO TRUCKS

HEADQUARTERS CENTRAL WAREHOUSE PHONE 142

NOTHING TOO LARGE NOTHING TOO SMALL