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Marshfield & North Bend Auto Line Cars leave every 20 minutes from 7 a. m. to 7 p. m.; from 7 p. m. to 12 o'clock every half. Fare 11 cents one way, round trip, 25 cents. Commutation books, 20 rides, \$2.00. Cars leave Chandler Hotel, Marshfield and North Bend News Co., in North Bend.

GORST & KING, Props. J. J. SCAIFE & A. H. HODGINS

Marshfield PAINT AND DECORATING CO. Estimates Furnished. Phone 399-J. Marshfield, Oregon.

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THERE'S ONLY ONE MACHINE THE SINGER ONLY ONE REPRESENTATIVE W. J. RITZ Phone 280-X.

REMOVED. Opposite The Blanco Hotel TODD The Tailor DRY FIR AND ALDER WOOD -AT- CAMPBELL'S WOODYARD North Front Street, Phone 180-J.

Low Rates for Handling Trunks We haul trunks between any points in Marshfield for the following rates, delivery to be made in the first stories of buildings: One trunk \$.25 Two trunks50 Three trunks75 Twelve trunks 1.50 Star Transfer and Storage Co. Levi Heisner, Prop. Phones, 120-J; 49-L; 98-R.

STOCKINGS. Pekany Stockings for Boys and Girls—The Best Wearing Stockings on the Market. Sold at The Electric Shoe Store. 180 So. Broadway.

Send Your Laundry to Us By Parcel Post WE FURNISH A BAG AND WILL PAY THE POSTAGE ON ITS RETURN.

Coos Bay Steam Laundry Phone 57-J ——— Marshfield

LET US MAKE YOUR ABSTRACTS Title & Trust Co. Abstracts, thoroughly dependable. Immediate service, prompt attention to all interests of our clients. Minimum cost. I. S. Kaufman & Co.

WHICH of today's store ads contains money-saving facts for you?

HORSEMEN! RANCHERS! FARMERS! I NOW OFFER FOR YOUR SELECTION the largest stock of HARNESS AND HORSE GOODS EVER SHOWN IN COOS COUNTY. FINE SINGLE AND DOUBLE HARNESS. WATERPROOF HORSE COVERS. STABLE BLANKETS, LAP ROBES. COLLAR PADS. COME IN AND GET PRICES BEFORE BUYING. E. L. HOPSON Corner Central Avenue and Front street, Marshfield, Oregon. Harness Repairing Done Promptly.

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First National Bank Of Coos Bay

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SAILS FROM PORTLAND AT 8 P. M., TUESDAY, DEC. 9TH, TUESDAY, DEC. 16TH, TUESDAY, DEC. 23RD, TUESDAY, DEC. 30TH. SAILS FROM MARSHFIELD SATURDAY, DEC. 6TH, 10 A. M., SATURDAY, DEC. 13TH, 8:30 A. M., SATURDAY, DEC. 20TH, 1 P. M., SATURDAY, DEC. 27TH, 9 A. M.

Tickets on sale to all Eastern points and information as to routes and rates cheerfully furnished. P. L. STERLING, Agent. Phone Main 35-L.

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SAILS FROM MARSHFIELD FOR EUREKA SATURDAY, DECEMBER 20, AT 9 P. M.

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Connection with the North Bank Road at Portland. North Pacific Steamship Company.

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C. F. McGEORGE, Agent.

S. S. REDONDO

SAILS FROM SAN FRANCISCO FOR COOS BAY TUESDAY, DECEMBER 16, AT 3 P. M.

San Francisco office, 805 Fife Bldg., or Lombard St. Piers No. 27. Inter-Oceanic Transportation Co., C. F. McGeorge, Agt., Phone 44.

THE RECORD PHOTOGRAPHING ABSTRACT COMPANY—Have photographic copies of all records Coos County to date, abstracts of titles, present owners, or any other information relating to real estate furnished on short notice. BUSINESS OFFICE: 117 North Front St., Marshfield. Phone 1513 W. J. RUST, Manager

EDISON'S LATEST A storage battery that continual over charging will not harm. DOES NOT CORRODE AT TERMINALS. CONTAINS NO ACID. Will not lose its charge while standing idle. IS GUARANTEED FIVE YEARS Coos Bay Wiring Co. 153 Broadway. Agents for Port of Coos Bay.

Murphy's Dancing Academy Beginner's Class Every Thursday at 7:30 p. m. Private instruction by appointment. Phone 807-L. Earl H. Murphy, Instructor.

Just received a shipment of Good Potatoes Try them and we know you will be pleased Coos Bay Tea, Coffee and Spice House. Phone 394-J. 184 Market ave.

Pictures & Framing Walker Studio

RED CROSS STAMPS ON SALE

Money Realized From Stamps In Five Years Has Reached Enormous Sum.

The Progress Club and A. N. W. Club are disposing of a large number of Red Cross stamps on Coos Bay this year to aid in raising funds to wage the fight against tuberculosis. There promises to be more sold this season than ever before.



It is pointed out that the sale of the stamps not only raises funds for immediate aid but the stamps arouse public sentiment to greater precautions in preventing the further spread of the disease. Nearly \$1,500,000 has been raised by Red Cross Christmas seals in the last five years, and yet many people do not know how this charity stamp idea originated. Some of your grandmothers first played "postoffice" with stickers similar to Red Cross seals "way back in 1862, when they conceived the idea of selling stamps at fairs for the benefit of the relief funds for the soldiers' hospitals in Brooklyn, Boston and elsewhere. Nearly \$1,000,000 was raised in this way before 1885.

There are now thousands of different types of charity stamps used in all parts of the world, as many as forty being used in Austria for children's hospitals alone. Stamps or seals were first used to get money for the anti-tuberculosis crusade in Norway and Sweden in 1904. To Jacob Riis, the well-known social worker of New York, and to Miss Emily P. Bissell, the energetic secretary of the Delaware Red Cross, jointly belong the honor of originating our American Red Cross Christmas seal. In 1909 Mr. Riis' interest was aroused by the receipt of a letter from Norway. He published an article about the queer-looking stamp in the "Outlook" and suggested some possible uses for it in this country. Miss Bissell at once saw an opportunity here and prepared a stamp, from the sale of which her society realized \$3000 for tuberculosis work. So impressed was she with this success that she induced the American Red Cross to take up the sale in 1908 on a National basis. With very little organization and hardly any attempt at careful advertising, the sale that year brought in, nevertheless, over \$135,000 for anti-tuberculosis work in various parts of the United States. In 1909, with more thorough organization, the sale was increased to \$230,000; in 1910 to nearly \$310,000; in 1911 to over \$330,000 and over 40,000,000 seals, netting \$400,000 were sold last year.

COMPETITION IN SAFETY IDEAS

Southern Pacific Divisions Compete in Sending Largest Number of Suggestions.

(Special to The Times.) SAN FRANCISCO, Dec. 17.—One of the features of the Southern Pacific Company's "Safety First" campaign—a campaign to secure the safety of life and limb of employees and patrons—is the annual competition among the eleven divisions of the Pacific system for the banners awarded those sending in the largest number of practical suggestions for safety and the elimination of carelessness and hazardous conditions and practices. The company has just announced the winners for 1913. They are the San Joaquin division of the Southern district; the Coast division of the Central district; the Shasta division of the Northern district, and the Sacramento shops, the latter competing with the other shops of the entire system. In its efforts to promote safety, the company recognizes the value of suggestions coming from its employees, experienced in railroad work. And the men themselves, take a great deal of interest in making the suggestions and are unsparing in their efforts to win for their respective division the place of honor in the competition. The banners are awarded in each district to the division sending the greatest number of practical safety suggestions per 100 employees by the central safety committee, composed of executive officials and the result of the contest is in doubt until the last day when the suggestions received are checked up. The company received for the year ending June 30, 2673 suggestions; 1788 or 67 per cent of which were practical. The cost of improvements made in this connection amounted to \$41,534.63 with pending expenditures for adopted suggestions, approximating the cost of the uncompleted work at \$85,000.

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FOR SALE. Second-hand Buick automobile, in first-class condition. A bargain if taken at once. Price \$550. The Gunney, Front street.

SEEKS GOAL RECORDS. (By Associated Press to Coos Bay Times.) NEW YORK, Dec. 17.—As has been forecasted for several months, the coming year promises to stand out as a record breaking period in international sport competition, with the United States acting as host for a number of cup hunting contestants. Challenges have already been received for the America's yacht cup and the polo cup. The Davis tennis trophy will have to be defended, and Oxford University has accepted an invitation to enter a team at the University of Pennsylvania's relay carnival to be held on April 25. These are but the forerunners of other international events yet to be announced, and it becomes more evident each month that the United States sportsman is going to have an exceedingly busy season defending his various trophies during 1914. Confronting this situation, a resume of the invading and defending strength of challengers and opponents is both logical and timely.

America's Cup Best. By all odds the most important event of the coming year will be the effort of Sir Thomas Lipton to regain the America's cup with his Shamrock IV. The new challenger, now building at Gosport, is expected to be the last word in English speed yachts, and, according to designer Charles E. Nicholson, will show a surprising turn of speed and several innovations in the way of build and rig. W. P. Burton, an English amateur yachtsman of renown, will sail Shamrock IV, and Albert Turner will act as captain. Great secrecy is being maintained regarding Lipton's latest yacht, but it is understood that special thought is being given to the light breezes and rolling swell likely to be encountered on the American course during the autumn days of September. The situation from a defending point of view is more complicated, since at least three 75-footers are assured as candidates for the task of defeating Shamrock IV. The Vanderbilt syndicate yacht building at Herreshoff's yard at Bristol, R. I., will be in charge of F. W. Emmons, 2nd, with Captain Chris. Christiansen as skipper. To Have Third Yacht. A. S. Cochran's yacht, to be designed by William Garner, and built by Lawley & Son, of Boston, will be handled by Captain William Dennis and Capt. Harry Hoff. The third yacht, to be financed by New York, Philadelphia and Boston yachtsmen, will be designed by Geo. Owen and will be in charge of G. M. Fynebon, owner of the racing sloop Letahena. While the yachtsmen are in the throes of tuning-up races, the sixth contest for the International Polo cup will be witnessed, probably at Meadow Brook, L. I., and here again the United States is going to have a lively time defending the cup against the attack of Lord Ashby St. Ledger's challenging four. As was the case in 1913, unlimited money is at the disposal of the challengers and the world is being searched for the fastest polo ponies in order that the English team may not be handicapped by slow or poorly trained mounts. According to present plans Lord St. Ledger does not intend to leave anything to chance. A number of the best English players and ponies will go to Madrid, Spain, early in the spring for a severe course of training and practice before coming to the States. Polo a Big Card. According to announcement made immediately after the polo matches of 1913, the American "Big Four" consisting of Capt. H. P. Whitney, Larry Waterbury, Monte Waterbury and Devereux Milburn, decided to cease cup defending as a team, but it is thought that when the battle cry sounds again a majority of the four will be found in the saddle. If it should prove otherwise, however, their ponies are at the disposal of the American team, which undoubtedly would be selected from among the following players: L. E. Stoddard, Malcolm Stevenson, R. La Montagne, R. L. Agassiz, T. Hitchcock, F. S. Von Slade, J. E. Cowdin, Foxhall Keene. Opposed to the American combination will be a four chosen in all probability from the following English experts: Capt. Hardress Lloyd, Capt. Grenfell, Capt. Ritson, Capt. Lockett, Capt. Barrett, Capt. Palmer, Capt. Cheape, Capt. Noel Edwards, W. S. Buckmaster.

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YEAR PROMISES SPORT RECORDS

International Competition in Yachting, Polo and Tennis the Big Events Coming

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CAPT. SEVERSON IN BAD PLIGHT

Former Coos Bay Man on Barge Frederick, Laden With Dynamite, When Wrecked

Capt. Severson, formerly of the tug Powers, and well known in Marshfield and Bunker Hill, had a narrow escape in the recent accident to the barge Frederick, of which he is master. A dispatch from Newport, Or., gives the following particulars: The barge Frederick, owned by Porter Bros., Portland contractors, in tow of the tugboat L. Roscoe of Florence and laden with 80 tons of oats, 70 tons of hay and 60 tons of dynamite struck the north jetty at the entrance to Yaquina Bay, tearing her hull, and now lies on the beach at Olsonville.

Capt. A. Erickson, master of the Roscoe, said that his boat did not have sufficient power to combat the strong southerly wind and current, which drove the barge from her course onto the jetty. After the barge struck, Capt. Erickson fortunately was able to pull the craft free, and as there were five feet of water in the hold he beached the barge in a safe place and commenced discharging the damaged cargo at low tide.

Capt. Severson and a sailor were on the deck of the barge when it struck, and there was much fear that the pounding, which lasted about ten minutes, might explode the dynamite. The damage to cargo and hull is roughly estimated at \$5000 and the cargo was not insured.

The shipment was from Yaquina for Gardner and Florence, when Porter Bros. are constructing a railroad eventually to connect the Coos Bay country with the Willamette valley at Eugene.

THE PEOPLE'S FORUM

The Times will be pleased to publish letters from its readers on all questions of public interest. Each letter must be signed by the writer, and so far as possible be limited to 700 words. In publishing these letters it must be understood that The Times does not endorse the views expressed therein; it is simply affording a means for the voicing of different opinions on all questions affecting the public welfare.

WOMAN SUFFRAGE A SUCCESS

Editor Times: A little while ago we were regaled with yawp like this: that the women didn't want to vote; that they would take no interest in politics; that it was wrong to force the ballot on them; that they would be insulted at the polls; that the right of suffrage was exclusively buck; that society was like a herd of elk attacked on a frosty morning by a pack of wolves, bulls outside, horns down, tails up, with women, children, imbeciles and sick people inside. But subsequent events have already shown how baseless these alleged arguments were. Nowhere has any woman been insulted at the polls. Everywhere they have taken as much interest in public questions and elections as men and in some cases more. In recall elections, both in Clackamas and Hood River counties, a wall has been registered and it is alleged that the women put a few tricks over, because the men were "too busy to go to the polls."

The plain truth probably is the men took no interest in public matters. Placing the ballot in the hands of the women has already had and will have a tendency to induce everyone to take a greater interest in matters of state, which is something greatly to be desired. As long as all the people take an active interest in politics the ship of state will sail along on even keel, but the moment she becomes becalmed and apathy and neglect prevail, then beware, beware. Eternal vigilance on the part of all is the price of good government in this country. To a believer in woman suffrage and an advocate thereof, in a small way, results are indeed gratifying. GEO. WATKINS.

lev's five field goals in the football game between Harvard and Yale on November 22. Parke Davis, the famous football statistician, has made a careful search for similar records in past football games. His efforts have brought to light the fact that three times previously this feat has been accomplished and he gives the following data as the result of his researches: B. W. Trafford, of Harvard, against Cornell, November 1, 1890, kicked five goals by drop-kicks from the 35, 35, 30, 30 and 30-yard lines. W. H. Eckersall, of Chicago, against Illinois, November 18, 1905, kicked five goals by drop-kicks from the 35, 20, 20 and 15-yard lines. Eckersall, on November 23, 1906, duplicated the feat against Nebraska, scoring from the 35, 35, 20, 20 and 20-yard lines. Brickley's kicks were from the 24, 39, 36, 30 and 21-yard marks, the 39-yard goal being from a place kick and the others by drop-kicks.

TO MAKE HER A PRESENT. Why not let it be a SET OF PUMPS? You can get them most reasonable here. "The Fair," on Central ave.