

Our Schools And Churches

SOUTH MARSHFIELD SCHOOL

Sixth Grade.

The honorary pupils from A Division were Thomas Crosthwaite and Hazel Coffin.

The honorary pupils from B Division were Louise Gidley, Frances Lyons, Margaret Powers and Helen Lecocq.

The highest general average in the A Class was secured by Thos. Crosthwaite.

The highest general average in the B Class was secured by Louise Gidley.

Pupils who were neither absent nor tardy during the semester were Jennie Bowman, Raymond Burrows, Thos. Crosthwaite, Harold Curry, Evelyn Fourier, Louise Gidley, Stella Haglund, Arthur Hansen, Arthur Hillstrom, Mildred Ingram, Ruth Sandquist, Erwin Yake, Ferdinand Lecocq, Rhoda Anderson.

FIFTH GRADE.

These pupils were entitled to certificates of honorary promotion for their semester's work: Arnold Sampson, Lucile Douglas, Maybelle McLaughlin, Ervin Storm, William Kreitzer, Forest Meyers, Helen Perkins, Eugene Crosthwaite, Francis Flanagan, Francis Sacchi and Herbert Murphy.

FOURTH GRADE.

Those who were promoted honorary this term were Albert Webber, Grace McElroy, George Murphy, Emerson Neff, Lester Post, Helen Merchant, Adriana Gardner, Nelta Gallagher, Donald Gidley, Ero Jarvenen, Virginia Johnson, Alton Kardell, Thelma Black, Myrtle Conklin, Duncan Dashney and Cecil Dill.

The one standing highest in the B Class was Virginia Johnson. In the A Class Duncan Dashney and Thelma Black, each making the same number of points.

Those who have been neither absent nor tardy for the term are: Walter Sneddon, Lester Post, George Murphy, Duncan Dashney, Vernon Ford and Virgil Le Clair.

THIRD GRADE.

The following pupils received honorary slips for the first semester: Esther Wiste, Lorna Wilson, Eli Sampson, Gordon Neff, Mark Boone, Karine Sorenson, Josephine Savage, and Florence Kardell.

The following pupils have been neither absent nor tardy for the whole semester: Violet Curry, Augustus Hoffman, Florence Kardell, Evelyn Koontz, Jack Saechi, Josephine Savage, Eli Sampson and Lorna Wilson.

The one having the highest average in the A Class was Eli Sampson; in the B Class, Florence Kardell.

SECOND GRADE.

The following pupils received honorary promotions: Helen Payne, Ruth Collins, Myrtle Johnson, Anna Hildenbrand, Lillie Poole, William Clausen, Lois Bassford, Lois Black, Betty Frizeen, Frances Hall and Margaret Wood.

Those who were neither absent nor tardy during the whole semester were: Myrtle Johnson, Betty Frizeen, John McManamon, Helen Payne, Eugene Sampson, Curtis Nagel, William Dashney, Clara Watts and Lois Black.

FIRST GRADE.

The following pupils received honorary slips: June McLaughlin, Marion Kardell, Bernita Lapp, Philip Coffin, Carl Payne, Harold Boone, Lolita Lapp and Violet Johnson.

Marion Kardell, Emma Hansen and Ruby Wright were neither absent nor tardy during the semester.

The following were promoted to the B Division of the Second Grade: Winston Duke, Elmer Scott, June McLaughlin, Richard Noaman, Doris Wilson, Marion Kardell, Bernita Lapp, Glenda Abbott, Alice Holmes, Alfred Wright and Eugene Kromminga.

The following were promoted to the A and B Divisions of the Second Grade: Martha Carlson, Myra Harris, Henry Hansen, Donald Ross, Philip Coffin, Alice Mausey, Carl Payne, Edward Fourier, Harold Boone, Ruth Brooks, Lolita Lapp, Violet Johnson, Keith Hall, Ruby Wright and Emma Hansen.

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TO PROTECT LIFE AT SEA

Action of Convention Was An Important Move.

The most important event of the year in connection with the merchant marine was the signing of the seventy-four articles of the Convention of the International Conference on Safety of Life at Sea, which met at the close of last year in London, says the Scientific American, in reviewing the past year.

The most important findings are those affecting construction of ships, and on this point the convention provided that the degree of safety shall increase in a regular and continuous manner with the length of vessels and that vessels shall be completely subdivided as possible, having regard to the services for which they are intended. Although the work of the conference did not go as far as we could have wished, the ratification of the convention by the various maritime nations will mark a great step in either direction of providing safer travel on the high seas. Unfortunately Congress is still debating the question of ratification, and it seems likely that the safety of the general public is to be sacrificed to the convenience of the seamen.

The importance of this matter was emphasized during the year by the sinking of the Empress of Ireland, which went down in twenty minutes after collision, with the loss of about 1,600 souls. Further emphasis was laid upon the question by the burning of the Volturno, in which it was proved that the ordinary type of lifeboat is practically useless when the disabled ship is rolling heavily in the seaway.

Two more of the vast 900-foot passenger steamers have gone into commission during the year, the Vaterland and the Aquitania. The former was built by Blohm & Voss for the Hamburg-American Line, is 950 feet in length, 100 feet in beam, and displaces 58,000 tons. The Aquitania, built on the Clyde for the Cunard Line, is 901 feet long, 97 feet broad, 94 feet deep to the boat deck, and has a displacement of 53,000 tons on a draft of 36 feet.

There was launched during the year by Blohm & Voss a sister ship to the Vaterland, the Bismarck; and at the White Star Line the Britannic, a somewhat enlarged Olympic, which embodies in her hull construction all the recommendations of the London convention as regards safety subdivision.

The steam turbine continues to demonstrate its superiority as a drive for large, fast ships, and the success of the various types of transformers indicates that ultimately a combination of turbine and transformers, and to a less extent of oil engines and turbines, will be come general. The mechanical drive of Westinghouse, the hydraulic reduction gear of Voith, and the electric reduction gear as used on our collier Jupiter have all shown excellent results.

Certainly the most remarkable development in this direction has been the decision of our navy to install electrical reduction gear on our largest battleship, the 22,000-ton California. This action was taken as the result of the excellent results obtained on the collier Jupiter.

The merchant marine of the world continues to show marvelous growth, Great Britain leading with a tonnage nearly one-third greater than that of all the other maritime powers combined. The totals are: Great Britain, 26,275,791 tons; Germany, 4,958,716 tons; United States, 2,489,736 tons, chiefly domestic shipping; Norway, 2,472,322 tons; France, 2,246,504 tons; Japan, 1,708,062 tons; Italy, 1,571,761 tons.

(Special to The Times.)

SCHOFIELD, Ore., Jan. 29.—The S. P. engineer, F. D. Browne, and Mrs. Browne, returned last week from a trip to southern California, where they visited their home near San Diego.

Mrs. Gilbert Sprague expects to leave in a few days for Mill City, where Professor Sprague has rented and furnished a neat bungalow.

Last Saturday a jolly party of young people from Lakeside passed through the town for the dance at Gardner. Those in the party were Mr. and Mrs. Joseph Noble, Mr. and Mrs. Jack Bowron, Mrs. Cowan and W. A. Nelson.

Mr. Walker of Templeton was visiting relatives in the valley Saturday and Sunday.

Mr. Wilkins of North Lake, was a Sunday visitor. He wears the look of prosperity and says that the family quarrel in Europe doesn't bother him.

Miss Agnes Sprague is visiting with friends in the Smith River valley.

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5:00 p.m.	3:30 p.m.
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Abstracts

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