

MAKE SAFETY FIRST ELDER IN AND OUT

WANT LESS SPEED AT STREET INTERSECTIONS

Seek Council Action for Ordinance That Would Eliminate Dangers at Crossings.

Traffic ordinances forcing machines to slow down to six or eight miles at street intersections and crossings may be the result of Tuesday evening's collision when two men barely escaped death. Public sentiment and indignation has been stirred and in all probability the matter will be brought in a formal manner to the city fathers next Monday night.

Under the present traffic laws of the city vehicles are restricted to 15 miles an hour. Unlike many cities, here the drivers are allowed to make their turns and crossing at this rate. It is pointed out that with an ordinance slowing down the speeds less danger will result and hence fewer accidents.

In the last three bad accidents occurring in Marshfield all of them have been at crossings. Victor Back speeding on his motorcycle, three weeks ago, failed to notice an approaching train when he essayed the crossing near the Smith mill. He escaped death by a miracle and is still laid up in bed. E. George Flanagan, making the same crossing a week ago, stepped off the track to avoid a passing train and stepped directly in front of a speeding motorcycle and is still laid up. The accident of Tuesday night is the third.

Traffic laws of Eugene force all drivers to slow down to eight miles at the intersections and crossings; the same is true in Portland and every large city on the coast, and violators of the ordinance are heavily fined.

Some cities, at the intersections, give the traffic of one street precedence over that of another. Under this system drivers know constantly what to expect and guide themselves accordingly. An example of such a law would be a restriction that all vehicles down Broadway must slow down at Central and see their way clear before crossing.

Dr. J. B. Bartle states that in Los Angeles there is a city ordinance that requires all drivers to motion with one hand as they come to the intersections, in which they are going to turn, whereas if going straight ahead, no motion is made. This, he says, has proved most effective and has accomplished surprising results in minimizing accidents.

COOS AND CURRY PRESBYTERY MEETS

Heads of Presbyterian Churches in Conference at North Bend; Officers are Elected.

Presbyterian ministers of Coos and Curry Counties, the newly formed Presbytery, were in conference at North Bend yesterday and until this afternoon when they adjourned until July following a luncheon served by the women of the church in North Bend. There were five pastors and three elders present, Rev. F. S. Shliman, of North Bend, being appointed as moderator.

Plans for the coming year were discussed, means of strengthening the churches in this section and problems daily confronting them were brought up at the meeting.

Those present were, Rev. Stubbelfield, Marshfield; Rev. F. S. Shliman, North Bend; Rev. A. W. Haberly, Prosper and Langlois; Rev. J. F. Vernon, Myrtle Point; and Rev. W. S. Smith, of Bandon. The elders were A. McNair, Bandon; G. B. Stadden, Marshfield and Judge Watters, North Bend.

The meeting of the Presbytery has been changed from October to July for the reason that during this latter month the Presbyterian Synod holds its annual conference at the University of Oregon and the members from Coos and Curry county will probably attend and hold their meeting at that time in Eugene.

LINER CARRIES 67 PASSENGERS NORTH TODAY

Left Eureka Last Night at 6 p. m. and Hit Head Winds and Sea in Trip to the Bay

Leaving Eureka at six p. m. last night the George W. Elder arrived in late this morning, sailing at one p. m. for Portland with a good cargo and 67 passengers. Coming up the coast she encountered a heavy wind and quite a head sea.

Those from Eureka were: J. H. Cookson, Fred Simons, Henry Parsons, Gunder Severson, Nels Tanserson and Max French.

The passengers north were: Louis Barners, R. B. Barners, Harvey Smith, William Brantz, Frank Lesker, Andrew Lesker, John Newman, H. Groenepel, Mrs. E. L. Archambeau, Mrs. G. R. Jamieson, Joseph E. Frank, Louis Pearson, Curtis Calkins, E. Payne, Charles Matillo, W. T. Hull, Ben Peterson, S. B. Cathcart, Dorothy Tucker, Mrs. Claud Tucker, Mrs. Alice Kane, D. L. Rood, Mrs. D. L. Rood, C. B. Prewitt, Mrs. W. O. Wimmer, Mrs. J. May and son, Nellie Clark, W. H. Clark, Mrs. W. H. Clark, Helen W. Hart, E. W. Hart, Charles Ahrew J. Jordan, J. Verhang, Henry Carlson, Mrs. Henry Carlson, Henry McKinley, Emma Cruise, Florence Faye, Mrs. T. Pierce, Samuel Montgomery, D. G. Cruikshank, H. E. Hollenbeck, R. T. Elione, Mrs. B. Leake, Mother Margaret, C. N. Clark, W. I. Flagg, Mary Barner, Mrs. R. B. Barner, Dr. Bull, Dr. Burns, Axel Nelson, Gus Kyland, George Swanson, Gust Olson, Joe Novill, C. H. Stear, Grant Challender, Frank Lesker, Andrew C. Lesker, E. Johnson, Harold Cook, Dick Gorzandish.

MOVE STATION SOON

COAST GUARD BUREAU WRITES BIDS TO BE SOUGHT

No Special Appropriation of \$47,000 From Congress; Sum Comes from Bureau Allotment.

Plans and specifications for the moving of the Coos Bay Coast Guard station and the erection of new buildings have been completed and the advertisement of bids is but a matter of a very short time, according to information just forwarded here from Captain E. P. Berthoff, Commandant of the United States Coast Guard. From this letter it is believed that the actual starting of the work is now but a matter of two or three weeks.

For the proposed project there has been no specific appropriation of Congress writes Captain Berthoff to Representative W. C. Hawley. This is in answer to a query as to the availability of the appropriation of \$47,000 which it was understood had been passed by both national houses.

"The cost of this work will be defrayed from the general item of construction and repair stations in the current appropriation." From this it is inferred that the money comes in a blanket sum to the Coast Guard and then is parceled off to cover various departments and projects.

However, the receipt of the letter still leaves a doubt and Secretary Motley, of the Chamber of Commerce, has written Representative Hawley to clear up the situation.

TO THE PUBLIC

The Marshfield-Coquille auto stage line will resume the regular run again the first part of May. We will have more cars and a better service this year and our schedule will be arranged so we will have a car leaving each place about every two hours.

We will have careful drivers and will endeavor to give a first class service. Our regular schedule will appear in this paper.

F. S. SLAGLE,
Owner and Manager.

Times Want ads bring results.

BIG LEAGUES OPEN

THOUSANDS OF FANS FLOOD THE EASTERN BALL PARKS

Impetus Given National Game Progress Most Successful Season of Years, say Officials

PERCENTAGES OF COAST LEAGUE	
	W. L. P. C.
Los Angeles	11 5 .687
San Francisco	8 7 .533
Oakland	7 8 .466
Portland	6 8 .444
Venice	6 8 .444
Salt Lake	5 7 .416

(By Associated Press to Coos Bay Times.)

PORTLAND, April 15.—Traveling for Portland has brought home a streak of bad luck, the local welders of the bat falling yesterday again before the onslaughts of the Venetians, 3 to 2. By losing yesterday Salt Lake lifted to the bottom of the percentage after heading it for several days while Los Angeles has soared to the top and is sticking there with a two game lead.

ST. LOUIS, April 15.—The entire fandom of the east and the middle west yesterday either attended the opening games of the American and National leagues or gathered about the baseball score boards in front of hundreds of newspaper offices to catch the first results.

The scores follow:

American League.
At St. Louis: Chicago 7, St. Louis 6; At Philadelphia: Boston 0, Philadelphia 2; At Washington: New York 0, Washington 7; At Detroit: Cleveland 5, Detroit 1.

National League.
At Chicago: St. Louis 2, Chicago 7; At Brooklyn: Brooklyn 3, New York 16; At Cincinnati: Pittsburg 9, Cincinnati 2; At Boston: Philadelphia 3, Boston 0.

Coast League.

At Portland—	R. H. E.
Venice	3 12 0
Portland	2 6 1
At Oakland—	R. H. E.
Salt Lake	2 10 3
Oakland	7 11 1
At Los Angeles—	R. H. E.
San Francisco	1 6 1
Los Angeles	5 10 0

TEST MORE COWS

OFFICERS ELECTED IN GRAVELFORD ASSOCIATION

Coos River and Coos Bay Associations Consolidate—Seed Corn Contest Interests Farmers

Consolidation of the Coos River with the Coos Bay cow testing association to make the one organization one of the strongest of its kind in the state has just been completed. W. M. Black will have charge of the district. The new association formed on the Upper Coquille franchise will be known as the Gravelford Association, J. R. Greenlee, of G. A. C., being in charge. Such announcements were made here this morning by J. L. Smith, County Agriculturist, who goes into the Ten Mile country where the herds are to be grouped into an association.

For several months W. M. Black has been on Coos Bay, where he has made an efficient record. His new organization will contain more than 600 dairy cows, the herds of 26 farmers.

Officers of the Gravelford organization were elected on Saturday. They are S. L. Leatherman, president; G. S. Mathewson, vice-president; G. E. Slagle secretary and treasurer. In addition to these three men the board of directors contains Frank Snow and Thomas Hill.

Corn Growing Contest.
Lack of good seed corn in Coos County has led the agriculturist, after consultation with prominent farmers, to announce a corn-growing contest, dividing the county into three districts and offering a prize for each district.

The following are districts and conditions announced by Mr. Smith.
1.—The Myrtle Point district, comprising all the territory along the different forks of the Coquille River.
2.—The Coquille Valley district, which will include the main part of the Coquille Valley lying between Myrtle Point and Bandon.
3.—The Coos Bay district, which takes in all the territory tributary to Coos Bay.

Prizes.

List of prizes will be published at a later date.

Prizes will be offered in each district for the following exhibits:

a.—The best yield of ensilage corn grown on one acre.

b.—The best yield of ear corn grown on one acre.

c.—The best bushel of ear corn.

d.—The best ten ears of corn.

These exhibits will be judged on the following score:

Yield 75 per cent

Record of entire cost of production 15 per cent

Arrangement of exhibit 10 per cent

Total score 100 per cent

Any variety of seed corn may be used by any contestant, but the Oregon Agricultural College recommends the Minnesota No. 15, a yellow dent variety. Good pure-tested seed of this variety may be purchased for ten cents per pound, or \$5.00 per bushel, from the Agronomy Department at Corvallis, where it has been grown and kept pure.

If the seed dealer in your home town has for sale seed corn of the same variety, which is from a reliable source and showing a test of 99 per cent purity and 89 per cent germination, I would suggest that you buy from him."

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in the Saturday Evening Post of April 10th.

Then see our style window display April 17th to 24th is Styleplus Week



MONEY TALKS

Marshfield Bandon Myrtle Point

BREWERY TO BE A CREAMERY

BELLINGHAM, Wash., April 15. The Bellingham Bay Brewing plant, one of the largest and most modern establishments of its kind in the Northwest, will be converted into a creamery after the state goes dry January 1, 1916, it was decided by the stockholders today.

Bottled milk, butter, ice cream and cheese, instead of beer, will comprise its output. A cold storage plant will also be run in connection with the creamery.

GOOD SUGGESTION TO MARSHFIELD PEOPLE

It is surprising the amount of old, foul matter the simple mixture of buckthorn bark, glycerine, etc., known as Adler-I-ka drains from the system. This remedy became famous by curing appendicitis and acts on BOTH the upper and lower bowel so thoroughly that ONE DOSE relieves sour stomach, gas on the stomach and constipation almost IMMEDIATELY. We are mighty glad we are Marshfield agents for Adler-I-ka. Lockhart-Parsons Drug Co.

Church Benefit Sales

Tomorrow, FRIDAY is The EPISCOPAL CHURCH Benefit Day AT

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