

G. W. GLOVER DIES

SON OF MARY BAKER EDDY PASSES AWAY

Was Not Christian Scientist, But Had Lived Remarkable Life—Soldier and Peace Officer

LEAD, S. D., Jan. 6.—George W. Glover, only son of the late Christian Science leader, Mary Baker Glover Eddy, died at his home here of pneumonia, after a short illness. He was 76 years old. Glover attracted national attention a few years before his mother's death by his suit in the Massachusetts courts to obtain a portion of her money. The suit was settled and Glover and his children were said to have received about \$250,000. He was not a member of the church founded by his mother. He was known among the pioneers of the Black Hills as a character.

REMARKABLE LIFE

Was Soldier and U. S. Marshal and Prominent Character

City Engineer Gidley has received a copy of the Lead Daily Call, published at Lead, South Dakota, by his brother-in-law, J. A. Stanley. The paper tells of the death at length. The paper, which is of the date of December 30, says: "The esteem in which the late George W. Glover was held in this community was evidenced by the throng of citizens who attended the funeral services conducted at the family home this afternoon. Further testimony of respect was seen in the masses of floral tributes sent by friends.

"The ceremonies were conducted by Rev. William John Calfee, of the Lead Methodist Church, in accordance with the Methodist Episcopal ritual. The music consisted of hymns from the Christian Science hymnal, sung by members of the Christian Science Church, of which the mother of deceased, Mrs. Mary Baker Glover Eddy was the founder and leader during her life.

"Among the many messages of condolence received by the family was one from ex-United States Senator William E. Chandler, which said: 'I grieve for the death of your father, a grand citizen and most lovable friend.'

Life of Struggle
The paper goes on to tell of the funeral sermon which was preached by the Rev. Calfee. The minister said:

"The life of George W. Glover was one of toil and struggle from the cradle to the grave. Passing strange this, the only child of the modern apostle of the quiet, restful, peaceful life to have lived the most restless, roving life of unremitting toil. Such is the irony of fate.

"He was the only child of Mrs. Mary Baker Glover Eddy, one of the greatest women geniuses of all the ages; the Mother and Founder of Christian Science Church.

Mother Was Destitute
"A few months before his birth his father, Col. George W. Glover, died of yellow fever in Charleston, South Carolina, leaving the mother destitute, and being a Free Mason, member of St. Andrew's Lodge No. 10, and of Union Chapter No. 3 of Royal Arch Masons, in dying he appealed to his brother Masons to see that she with her infant child, should be taken back to her father's home in Tilton, New Hampshire, which obligation was performed.

Wanted Child Back
The minister conducting the service quoted Mrs. Eddy as saying: "My dominant thought in marrying again was to get back my child. The disappointment which followed was terrible. His step-father was envious and although George was a tender-hearted and manly boy, he hated him as much as I loved him. A plot was consummated for keeping myself and my son apart, and after his removal to the West I never saw him again until he had reached the age of 34 and came to see me in Boston. Meanwhile he had served as a volunteer throughout the war for the Union, at the expiration whereof he was appointed United States Marshal of the Territory of Dakota."

Was Prominent Man
As well as being a soldier and peace officer Glover was also prominent as a miner in the Black Hills. He was married and had children and grand children.

Engineer Gidley of Marshfield knew Mr. Glover, and says he was quite a character in South Dakota.

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SHIPPING NEWS

MAY BUILD JETTY HAS EXCITING TRIP

PORT OF UMPQUA CONSIDERING SELLING OF \$200,000 BONDS

Would Match Dollar for Dollar With Government In Project—Petitions Being Circulated

Bonds of \$200,000 for the purpose of building a jetty at the mouth of the Umpqua will be voted by the Port of Umpqua Commissioners providing petitions now being circulated to get the consensus of opinion of the voters there are favorable. C. R. Peck, attorney for the Port, has just returned from there and says that most of the people seem in favor of the move.

At the next meeting of the Port commissioners, to be held early next month, the petitions will be considered. Providing there is no vigorous opposition it is expected that the first draft of an ordinance calling for a special tax will be read. Another month would have to elapse before it could be passed and then to sell the bonds would take from 60 to 90 days, it is understood.

Match Dollar for Dollar
To have the national government match dollar for dollar in the expenditure is the project on foot and the Commissioners are led to believe that the proposition is viewed with favor by the engineers.

While Mr. Peck was at Gardiner the steam schooner San Gabriel crossed out and reported 18 feet of water on the bar. He did not know the state of the tide at this time.

Petitions Favorable
Some time ago petitions were favorably signed by the people, asking the Commissioners to begin some sort of jetty improvement. The feeling as it exists there is that the Port of Umpqua must make strides in building up its port and deepening the bar for shipping or the railroad will have the effect of bringing logs down to Coos Bay for shipment.

Best Natural Bar
Old timers say they well remember when the bar at the mouth of the Umpqua was considered better than the one at Coos Bay, that is, before improvement was started on the latter. Engineers report a good depth of water from the bar up the river toward Gardiner, and no rocks in the channel.

Would Help Greatly
No jetty work has ever been done at the Umpqua river entrance. Engineers express the belief that a jetty extended out to sea on the north side would greatly increase the depth of water and allow bigger ships to cross in and out and also would allow their crossing in rougher weather than is permissible at the present time.

BOAT MAKES MONEY

PARAISO, WELL KNOWN HERE, CHARTERED AT \$500 A DAY

Gives Up Chance to Get \$6 A Thousand and On Lumber From Columbia—Will Pay For Self

Owners of steamships on the Pacific coast are getting rich. The steam schooner Paraiso, of the Swayne and Hoyt line and well known in Coos Bay for she used to come in here on regular trips, has just been chartered out by her owners at \$500 a day. This charter is made despite the fact the vessel is now clearing from Portland with 1,000,000 feet of lumber aboard each trip and receiving \$6 a thousand. She was offered this rate for the next six months but the owners have turned the offer down.

But even at this, shipping men figure that she was making more than \$500 a day, carrying lumber. She could earn about \$6,000 southbound from Portland and approximately \$1,500 on the northbound trip.

With the chartering of the Paraiso, the entire Swayne & Hoyt fleet of steel steamers is under charter. W. R. Grace & Co. have the Alvarado also while the steamer Navajo is bound for Europe with a cargo of grain for M. H. Houser. It is believed that these three steamers, costing before the war not more than \$500,000 as a total, are now earning \$1500 a day. At this rate, the vessels should pay for themselves with nearly \$50,000 to spare inside of the next year.

The Paraiso will, it is believed here, go into the west coast service. She is loading a cargo of lumber and wheat for San Francisco, after delivering which she will be turned over to Grace & Co.

The Swayne & Hoyt service to Portland will be maintained, it is supposed, by the steamers Daisy Futnam, Daisy Gadsby and William H. Murphy, which that firm has under charter to replace its largest vessels.

LIGHTNING STRIKES STEAMSHIP ELDER OFF CAPE BLANCO

Passengers Treated to Sight of Waterspout—No Damage Is Done to Vessel Well Known Here

Lightning struck the steamship George W. Elder, that formerly plied into Coos Bay, off Cape Blanco last Friday night. On the same trip north from San Francisco the steamship passed within less than a mile of a waterspout. The craft arrived in Portland none the worse for her exciting experiences.

Out of San Francisco the vessel ran into a heavy rain and electrical storm which was at its worst for about an hour opposite Cape Blanco. The bolt of lightning was seen by several passengers on the deck. It struck the truck, the extreme top, of the foremast and burned the needles of a small Christmas tree carried there.

See Water Spout
On Friday afternoon the passengers were treated to the sight of a waterspout that passed within less than a mile of the ship. Waterspouts off the coast have been common of late, one being reported in the vicinity of Bandon not a great while ago.

The Elder now has the run from Portland to San Francisco, San Pedro and return carrying passengers and freight under Captain Jensen, the oldest skipper on the Pacific coast. He is said to be close to 80 years of age and is still a very active man.

VESSEL MOVEMENTS

Sailed
Adeline Smith, Oakland, this morning.
Due Here
Yellowstone, San Francisco, tomorrow.
Due to Sail
Rustler, Rogue River, tomorrow. Relief, Siuslaw, tomorrow.

KILBURN MAKES RECORD

The steamship Kilburn made a record loading in Portland on this last trip. The vessel took aboard 612 tons of freight, it is said, within eight hours time. This is the fastest time in which she has ever been loaded.

WATERFRONT NEWS

Loaded again, the Adeline Smith left down for Oakland this morning about 9 o'clock. She arrived in yesterday morning from the South.

The gasoline schooner, Enterprise started yesterday for Walport after being repaired here, but her engines broke down again and she came back to Marshfield. It is said that she may get away late today or some time tomorrow.

Tomorrow morning the steam schooner Yellowstone is expected here from San Francisco. The Rustler is loaded for the Rogue and the Relief for the Siuslaw.

PAINT RANGE LIGHTS

Crew of Manzanita Making Repairs On Harbor

The crew of the government light-house tender Manzanita were today busy giving a white coat of paint to the range lights at the entrance of Coos Bay. They have taken up the buoys between the bar and Empire, and have cleaned and repainted these. With their present work completed, probably this evening, the vessel tomorrow will unload supplies for the Cape Arago Light and then will leave for Portland.

The range lights to mark the channel on Coos River and also at the junction of Catching Inlet will be put in by private contract it is understood, and the bids will be let soon after the return of the Manzanita to Portland.

ICE BLOCKS COLUMBIA

Again this winter ice has blocked the upper Columbia River and for a few days the shipping above Oregon City on the Willamette River and the Collio Canal on the Columbia, was held up because the steamboats could not buck through the ice.

On the Snake River it was impossible to operate vessels at all. However, this is not as bad as the condition of last winter, when the snow blocked the Columbia from shore to shore and vessels bound upstream found their speed reduced by half.

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MURDOCK NAMED

PORTLAND MAN TO BE COOS COUNTY ROADMASTER

Helped Build Columbia Highway and Although a Young Man Has Had Wide Experience

R. B. Murdock of Portland has been named by the county court to be county roadmaster for Coos county. Mr. Murdock was here for a few days and left this afternoon for his home to make preparations for changing his place of residence. He will return to Coos county the latter part of the month and will assume his duties February 1. He will make his home in Coquille and will have an office in the court house.

Many Applicants

Mr. Murdock was chosen from among a large number of applicants including both local men and engineers from different parts of the state.
The first thing he will do will be to make a trip throughout the county and get a detailed idea of the roads. At this time of year he will have a particularly good chance to see all the faults and bad places.

KISSING TABOOED

Camden, N. J., has placed a ban on kissing, no longer can a man indulge himself in the pleasure of osculatory greetings. A man is even denied the privilege of kissing his wife. Thank goodness, Marshfield does not pass any such freak city ordinances. Certain restrictions are necessary for the welfare of every community. Perham Park, as the coming residence district of Coos Bay, because of its remarkable location in the heart of the city, has adopted certain restrictions for the benefit of the home builders, but a man can kiss his wife or sweetheart to his heart's content. Furthermore, he can begin as soon as he chooses by simply paying ten dollars a month.

Has Had Experience

Mr. Murdock was educated at Drexel Institute in Philadelphia and he followed the business of a highway engineer for twelve years in the east before coming to the coast to make his home. His work in the east was mostly in New York state but he says that he regards himself as a western man now. Although a young man Mr. Murdock has had a much experience in highway work and has particularly given his attention to the constructive end.

Mr. Murdock said today that he would not be prepared to say anything as to his policy in the work until he had taken charge and had a full knowledge of the conditions and wishes of the county.

LOSES DAIRY COWS

ELEVEN DIE SUDDENLY IN CURRY COUNTY HERD

A. S. Miller, the Owner Unable to Account for the Fatal Disease Attacking Animals

GOLD BEACH, Ore., Jan. 6.—A. S. Miller, who owns and operates a fine dairy ranch at the Bagnell ferry, four miles up Rogue river from Gold Beach, lost eleven head of his fine dairy cows, all dying within the space of a very few hours, from some unknown cause.
The herd was fed hay at eleven o'clock as usual and at three o'clock the same afternoon three of the best of the herd were found almost dead. At 6 o'clock the same evening a total of eleven had died from like attacks.

Mr. Miller is not able to assign any reason for their deaths. The contents of the cow's stomachs are being sent to the State Veterinary for examination, in order to ascertain if possible the cause of their sudden attacks and deaths. None of the balance of the herd seem to be effected.

GEORGE N. FARRIN IS ARRESTED AT PORTLAND

A Portland Paper Tells of the Arrest of George N. Farrin, Formerly of Marshfield but Now of that City. The Oregonian Says

Indicted by the December grand jury on two counts on charges of obtaining money under false pretenses, G. N. Farrin, Portland attorney, who was at one time candidate for Attorney-General of the state, was arrested by Deputy Sheriff Christofferson yesterday.
"The information on which he was indicted is to the effect that on January 13, 1915, he secured \$550 from J. N. Baker for a mortgage on property valued at \$2,500, and which it is claimed Farrin does not own. Further it is alleged that on April 6, he secured \$150 from J. I. Tweed for a mortgage on several lots in Marshfield to which he had no title."

DRINK SIX GLASSES OF WATER DAILY

An Interesting Statement by One of the Big Men in the Drug Business



A. E. KIESLING
of Houston, Texas, says: "If you have a muddy complexion and dull eyes, you are constipated. Six glasses of water daily and one or two Rexall Orderlies at night will correct this condition and make you 'fit as a fiddle.' Rexall Orderlies, in my opinion, are the best laxative to be had, and can be taken by men, women or children."

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