

Ladies of Coos Bay Are Invited

To call at our store and inspect the light running Star ball bearing

NEW HOME WASHING MACHINE

The machine that runs as easy Filled as Empty. SAVES CLOTHES, SAVES LABOR, SAVES TIME. You can operate it sitting in a chair.



\$2,000,000

FOR NEW ELECTRIC SIGNS

According to "Signs of the Times," the leading periodical of outdoor advertising, this was the amount invested in one year alone—1910.

Isn't this proof sufficient to the business man that electric advertising pays the advertiser?

Where \$2,000,000 went into new electric signs in 1910 it is safe to say that many times this sum came out of them in business that would have gone somewhere else.

Let our New Business Department prepare SPECIAL DESIGNS for YOU.

TELEPHONE 178

OREGON POWER COMPANY

"THE FRIEND OF COOS BAY"

S. S. ALLIANCE

CONNECTING WITH THE NORTH BANK ROAD AT PORTLAND

Sails from Portland Tuesday May 9

NORTH PACIFIC STEAMSHIP COMPANY.

PHONE 44 C. F. McGEORGE, Agent

OLD RELIABLE

STEAMER BREAKWATER

ALWAYS ON TIME

SAILS FROM PORTLAND AT 9 A. M., ON MAY 1, 6, 11, 16, 21, 26 AND 31.

FROM COOS BAY AT SERVICE OF TIDE MAY 3, 8, 13, 18, 23, 28. RESERVATIONS HELD ONLY UNTIL NOON OF DAY PREVIOUS TO SAILING.

L. H. KEATING, AGENT PHONE MAIN 35-L

THE FAST AND COMMODIOUS

Steamer Redondo

(Equipped with Wireless)

Will make regular trips carrying passengers both ways and freight between Coos Bay and San Francisco. All reservations for passengers made at Alliance Dock, Marshfield and Inter-Ocean Transp. Co., Union Street Wharf No. 2, San Francisco. For information, phone 44-J or 285.—Will sail from San Francisco Tuesday, May 9.

INTER-OCEAN TRANSPORTATION COMPANY.

COOS BAY-ROSEBURG STAGE LINE

Daily stage between Roseburg and Marshfield. Stage leaves daily and Sundays at 7 p. m. Fare, \$6.00.

OTTO SCHEPPEL, Agent, C. P. BARNARD, Agent, ROSEBURG, Ore. 120 MARKET AV., Marshfield. PHONE 11

FAMILY HOTEL THE LLOYD

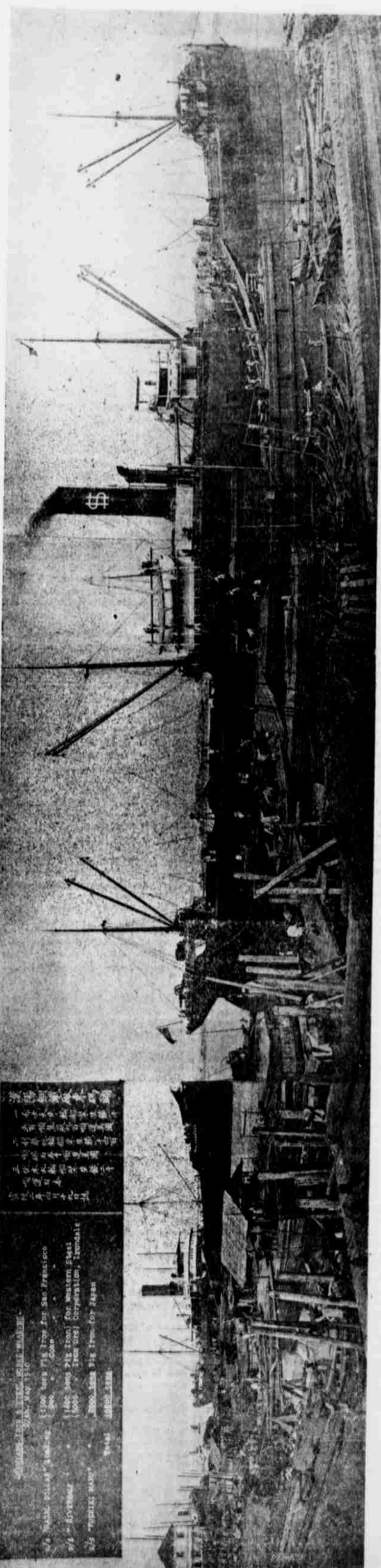
MARSHFIELD'S POPULAR Rates reduced to: Day—50c, 75c and \$1.00; week—\$2.00 to \$5.00. House-keeping apartments with gas ranges \$10.00 to \$18.00 per month. FREE BATHS—F. W. SULLIVAN, Prop.

DYEING

French Dry and Steam Cleaning of ladies and gents' suits. Goods called for and delivered. Prices reasonable. ROSE CITY DYE AND CLEANING WORKS—R. E. PINEGOR, Prop. Foot of Market Ave — Phone 163 Try my vacuum carpet cleaner.

Steamer "Hazel Dollar" As She Appeared At the Hanyang, China, Wharves Being Loaded for the Return Trip

THIS STEAMER, NOW ENGAGED IN THE LUMBER TRADE BETWEEN COOS BAY AND CHINA IS THE LARGEST VESSEL THAT EVER ENTERED THIS HARBOR AND DEMONSTRATES ITS POSSIBILITIES WHEN IMPROVED.



Courtesy American-Asiatic, San Francisco.

The news that the Hazel Dollar, the big lumber carrier of the Dollar Steamship Company which recently took on part of its cargo for China at the C. A. Smith mill here, had run aground in Puget Sound near Everett was received on Coos Bay with intense regret. However, that the accident was not more serious was the occasion of considerable relief.

The Hazel Dollar was the largest vessel that ever visited Coos Bay and the signal success of her first visit here did much to advance the reputation of this harbor and port. With Capt. B. W. Olson of the Nann Smith as pilot, the big vessel crossed in over the Coos Bay bar, proceeded up the bay under her own power, turned around, swung into the mill dock, was loaded with 2,250,000 feet of lumber and proceeded to sea without the aid of a tug or encountering the slightest trouble. This is said to be the first port that she ever visited where she could be handled without the necessity of the use of a tug on the bar or inner harbor.

Besides this remarkable showing, her visit here demonstrated another thing—that there is good and sufficient anchorage in the lower bay, a most important factor in ports. These two things had been promised by Capt. B. W. Olson and the success of her initial trip fully corroborated his hopes and opinions of the Coos Bay bar and harbor.

The Hazel Dollar when loaded to her full capacity of over 4,000,000 feet of lumber draws about twenty-six feet of water. With a cargo of 2,250,000 feet of lumber and about 1,100 tons of coal, sufficient fuel for her trip to China and return, she was drawing about eighteen feet of water when she left Coos Bay.

The magnitude of her cargo can be estimated by "land-lubbers" more fully when it is considered that 20,000 feet of lumber constitutes an average carload. Thus 4,000,000 feet of lumber would mean two hundred average carloads or between six and ten average trainloads. Besides this, the 1,100 tons of coal would constitute sufficient load for another good sized freight train.

The Hazel Dollar is nearly 400 feet in length and a maximum width of about 50 feet. When here, she carried a crew of about fifty Chinese in addition to the white officers, engineers, etc.

A peculiarity of her cargo for China from here was that it was all large lumber, known as dimension stuff. The massive timbers are taken abroad on account of the Chinese tariff being so much per piece regardless of the size. To gain advantage of this, big timbers are imported and after the duty is paid are cut up into boards or whatever may be desired.

Her visit here is said to be a real opening of trade between Coos Bay and the Orient. In the future, it is planned by the C. A. Smith company to ship extensively to the Asiatic market, so that it is planned to have vessels the improvements already accomplished in harbor work and those planned, this handicap has been eliminated.

As an indication of what has been accomplished in this line, Capt. B. W. Olson who piloted the Hazel Dollar out of here with over 3,000,000 feet of lumber aboard.

The Hazel Dollar is owned by the Dollar Steamship Company of San Francisco and Melville Dollar, one of the owners, came here and visited while the big vessel was loading. She is in command of Capt. Pentone. A few weeks, he would be able to take the Hazel Dollar, one of the owners, came here and visited while the big vessel was loading. She is in command of Capt. Pentone. A few weeks, he would be able to take the Hazel Dollar, one of the owners, came here and visited while the big vessel was loading. She is in command of Capt. Pentone.

Capt. B. W. Olson also announces that the coming of the big freighters here is also the solution of the slight delays that have occasionally been encountered on the bar as a result of storms or rough weather. The big vessels with their great length are able to cover two, three and possibly even more waves or breakers and thus maintain their equilibrium, eliminating the danger of "pitching" which is hazardous to the smaller steamers on bars in rough weather. When the Hazel Dollar crossed out, the minimum depth on the local bar was over twenty-seven feet.

A Want Ad will sell it for you