

Lest You Forget

THAT SUIT OFFER, WE WISH TO STATE THAT WE ARE STILL GIVING \$5.00 IN MERCHANDISE WITH EVERY HIGH ART SUIT, COME IN AND LOOK THEM OVER; WE WANT TO SHOW YOU — QUALITY COUNTS.

The Toggery

FORMERLY GEO. GOODRUM

NOTICE TO MILL MEN:—WE CASH YOUR CHECKS.

SHIPS, SHIPPING AND SHIPMASTERS

ITEMS OF INTEREST FROM MANY SECTIONS CONCERNING THOSE WHO GO DOWN TO THE SEA IN SHIPS.

Here is an important and certainly an astounding statement: In the report of the steamboat inspection service for the fiscal year it is set forth that the loss of life in passengers and crews for the entire United States was 379 persons or a total of 328,666,000 carried, a ratio of one-one thousandth of 1 per cent. That makes travel by water safer than by any other mode of transportation.

Your Uncle Sam is not so awfully slow after all. The government has arranged with the Argentine Republic to take over at any time, the two 28,000 ton battleships about to be constructed in this country. They will be the longest battleships afloat and are to cost 23 millions. With such sea fighters as these at hand for purchase and use in a sudden emergency, the American government has provided a unique kind of preparedness for any foreign power.

Among the unwritten laws—laws of the utmost potency, that run so close to the danger line that no one dare publish them, and yet are so positive as those of the Meads and the Persians, and the one I have in mind is the unwritten law that the captain must go down with his ship. It is not in the contract nor in the naval regulations, yet the masters have the law in their hearts, believe in it and believing almost always obey. And in obeying, believe that the service they represent is thereby bettered. It was in obedience to this law that the master of the Rio Janelero went down; that the British admiral Tyron on the Victoria, in the Mediterranean went down; this is why Farragut had himself lashed to the shrouds on the Hartford, in the battle of Mobile Bay. This law is seldom disregarded, and when it is, the master is in a manner disgraced.

The non-rolling boat is a reality. Among the experiments carried out on a large scale is a system of rolling tanks, which were found to solve the problem of centuries. Two 8,000-ton steamers, the Yiranga and the Corcovado, of the Hamburg-American line, have been equipped with these tanks and subjected to actual test on the high seas. The tanks are "U" shaped, and filled with water, which is contrived in an opposite direction to the movement of the sea thus counter-balancing its effect. With two tanks working the lateral movements of the vessels were 3 to 4 per cent; with one tank, 5 to 6 per cent; and without the tanks, 8 to 14 per cent. The efficiency of the rolling tank has surprised even its inventors and they are to be installed on the largest vessels afloat. On the steamship Victoria Louise, formerly the steamship Dutchland, which is being transformed into a cruising steamer, double tanks of this form are being installed. The device will be especially valuable on steamers designed for pleasure cruises exclusively. Since the rolling of this great vessel can be reduced to three degrees.

The most perishable freight handled in New York harbor is the enormous tonnage of bananas, which at this season arrived at the rate of hundreds of tons daily. It has been estimated that every man, woman and child in the country eats a banana and a half a day. A great fleet of steamships is regularly engaged in the service of supplying them. The immense tonnage of bananas is collected in the Caribbean seaports, El-

aborate machinery is employed which carries the bunches of bananas aboard. Throughout the trip the condition of the bananas is watched with anxious attention. On the boats of the Hamburg-American line, the bananas are kept in cold storage, and a supercargo is employed whose only duty is to watch the temperature. A heavy fine is imposed if the steamer be a day or more late. A delay would mean that the bananas are brought in too ripe for long shipment. On arrival in New York, large crews are immediately set to work transferring the bunches. Not a moment is lost in the transshipment and in a few hours thousands of bunches of bananas are speeding to all parts of the country.

Newspaper readers will probably remember the sinking of the steamer Kitsap by collision in Puget Sound last year. That vessel after laying on the bottom at a depth of 240 feet for over six weeks, was raised and is now afloat and carrying passengers just as though nothing had ever happened.

It has been shown by recent tests that oil has many surprising advantages over coal as fuel. For ocean-going ships, oil is not only much cheaper, but solves many a problem which has confronted marine engineers. A great liner, equipped with combustion engines of the DeLill type can be started in five minutes. It has been found that 100 tons of oil will do the work of 300 tons of coal. The new fuel, besides, takes up only one-fourth the space of the coal, and where space is so valuable, this counts for much. The cheapest quality of oil makes excellent fuel, or the grades ranging in price from \$7.25 to \$9.75 per ton. Services of coal havers trimmers may also be dispensed with. The new 9,000-ton liners building for the Hamburg-American line will be equipped with DeLill engines and are expected to demonstrate that the new fuel is entirely practical for ocean traffic.

The San Francisco and Portland Steamship company are the first of the steamer lines to adopt the submarine signal bell and the apparatus will be installed on the Bear and the Beaver at once.

The bell indicates to masters or officers on watch when the vessels are within a certain range of a light-vessel or other station where the shore apparatus is maintained and for that reason is valued during foggy or stormy conditions. Lightvessels off the Columbia river, and other coast stations, have the bell signal gear, which is submerged and operated by clockwork, so that at regular intervals the bell sounds, each station having a separate system of strokes so they can be distinguished. Steamers having the bell system are equipped with diaphrams, one on each side of the keel which are connected with the afterhouse by a telephone that has two receivers. On approaching a light-vessel the operator fits the receivers to his ears and by the sounding of the bell, which has been distinguished a distance of 14 miles, it can be ascertained whether the vessel is heading directly for the station or to ports or starboard, the sound in one ear being more pronounced than

Do You Have the Right Kind of Help?
Foley Kidney Pills furnish you the right kind of help to neutralize and remove the poisons that cause back-ache, headache, nervousness, and other kidney and bladder ailments.
—RED CROSS Drug Store.

In the other. When the vessel is heading directly for the station, the compass is consulted to learn the definite course.

Exhausted after a long flight of several days in the wake of the United States transport Buford, an American eagle dropped aboard that vessel nearly 100 miles off the Aleutian Islands. The bird was thoroughly spent and the crew experienced no difficulty in capturing it.

Land birds have frequently dropped aboard vessels far out at sea, but this is the first time that an eagle has taken a sea voyage on a transport. When the Buford arrived at San Francisco the bird which had been installed in a ready-made cage, was pointed out to all visitors aboard the craft. The transport has just returned from a voyage to China with 12,000 tons of food-stuffs for the famine sufferers.

In the future vessels of the U. S. Navy entering home ports from foreign countries will be boarded and examined by customs inspectors. An order made public at the navy department April 19 provides for formal notice to the collector of customs of the arrival of a vessel, an inspection of baggage and assessment of duty upon all more than the exemption of \$100 for wearing apparel and personal effects.

The number of vessels passing through the Suez Canal in the year 1910 was 4,533, having a gross tonnage of over 25,000,000. The canal dues, which are at the rate of 7:75 francs a ton, amounted to over \$25,000,000. The canal was opened in 1869, and during the first year the number of vessels passing through was 486. Electric lights were put up, to permit the passage of vessels at night, in 1887. The canal is 87 nautical miles long, and vessels which get through in the night spend an average of 16 hours 42 minutes in the canal. On the 23,000,000 of tons passing through in 1910, over 14,000,000 represent British vessels.

CATCHING INLET NEWS.

A sociable at the Catching Inlet school house Tuesday evening for benefit of the Christian Endeavor, was very much enjoyed by about fifty people, especially the music, by H. S. Bonebrake and George Ross. They were requested to play "Satan's Vision" in other words "Devil's Dream", but both musicians made remarks about fingers not being very nimble for such a fast piece but were equal to the emergency, and were heartily encored. Refreshments were served and all went home happy.

NOTICE.
Return my wagon to O. O. Lund's harness shop and save cost. By order of J. J. Burns, North Bend.

CARD OF THANKS.
We desire to express our heartfelt thanks to all for the many kind acts and courtesies shown us in the loss of our loving husband and father, C. C. Eckhoff.
MRS. C. C. ECKHOFF AND FAMILY.

WARNING TO RAILROAD MEN.
E. S. Bacon, 11 Bast St., Bath, Me sends out this warning to railroaders: "A conductor on the railroad my work caused a chronic inflammation of the kidneys, and I was miserable and all played out. A friend advised Foley Kidney Pills and the day I commenced taking, they began to regain in my strength. The inflammation cleared and I am far better than I have been for twenty years.—RED CROSS Drug Store."

COMING

The McKenzie Merrymakers

With a strong cast and fine repertoire, including many

New Specialties

Will open at Masonic Opera House in Marshfield.

MONDAY, MAY 22

Benjamin Suits

Just the right style—just the right quality, at just the right price. Made in New York by

Alfred Benjamin & Company

Let Us Show You.

'Money Talks'



Hub Clothing and Shoe Co.

MARSHFIELD BANDON

"THE FRIEND OF COOS BAY"

S. S. ALLIANCE

CONNECTING WITH THE NORTH BANK ROAD AT PORTLAND

Sails from Portland for Coos Bay, May 19th

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-J

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, May 22.

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 SCHEFFER, Agent, C. P. BARNARD, Agent, ROSEBURG, Ore.

120 MARKET AV., Marshfield. PHONE 11

WANTED—A RIDER AGENT.

IN EACH TOWN and district ride and exhibit a sample Latest Model "Ranger" bicycle furnished by us. Our agents everywhere are making money fast. If you are a bicycle rider and a good talker, we will pay you \$10.00 per week plus expenses and a special offer at once. NO MONEY REQUIRED until you receive and approve of your bicycle. We ship to anyone anywhere in the U. S. without a cent deposit in advance, please freight, and allow TEN DAYS' FREE TRIAL during which time you may ride the bicycle and put it to any test you wish. If you are then not perfectly satisfied or do not wish to keep the bicycle, it is back to us at our expense and you will not be out one cent.

FACTORY PRICES We furnish the highest grade bicycles at actual factory cost. You save \$10 to \$25 middlemen's profits by buying direct of us and have the manufacturer's guarantee behind your bicycle. **DO NOT BUY** a bicycle or a pair of tires from anyone else until you receive our catalogue and hear our unheard of factory prices and remarkable special offers to rider agents.

YOU WILL BE ASTONISHED when you receive our beautiful catalogue and hear our special offers to rider agents. We will give you a bicycle for \$10.00 and a pair of tires for \$4.00. We will give you a bicycle for \$10.00 and a pair of tires for \$4.00. We will give you a bicycle for \$10.00 and a pair of tires for \$4.00.

COASTER-BRAKES \$10.00 Hedgethorn Puncture-Proof \$4.80 Self-healing Tires A SAMPLE PAIR TO INTRODUCE, ONLY \$4.80



COASTER-BRAKES \$10.00 Hedgethorn Puncture-Proof \$4.80 Self-healing Tires A SAMPLE PAIR TO INTRODUCE, ONLY \$4.80

DESCRIPTION: Made in all sizes. It is lively and easy riding, very durable and lined inside with a special quality of rubber, which never becomes porous and which closes up small punctures without allowing the air to escape. We have hundreds of letters from satisfied customers stating that their tires have only been pumped up once or twice in a whole season. They weigh no more than an ordinary tire, the puncture resisting qualities being given by several layers of this, specially prepared rubber. The regular price of these tires is \$10.00 per pair, but for advertising purposes we are making a special factory price to the rider of only \$4.80 per pair. All orders shipped same day letter is received. We ship C. O. D. on approval. You do not pay a cent until you have examined and found them strictly as represented. We will allow a cash discount of 10 per cent (teny) making the price \$4.32 per pair if you send FULL CASH returned at OUR expense if for any reason they are not satisfactory. You run no risk in sending us an order as the tires may be money sent to us in a bank. If you order a pair of these tires, you will find that they will ride easier, run faster, wear better, last longer and hold their shape than any tire you have ever used or seen at any price. You can send us trial orders at once, have the remarkable tire order.

IF YOU NEED TIRES Please write us for our big tire and sundry catalogue which describes and quotes all makes and prices of tires at about half the usual prices.

DO NOT WAIT Write us today. **DO NOT THINK OF BUYING** a bicycle or a pair of tires from anyone until you know the low and wonderful offers we are making. If only one is needed, write it now.

J. L. MEAD CYCLE COMPANY, CHICAGO, ILL.

Change in Time

Henceforth the train WILL LEAVE MARSHFIELD AT 7:05 A. M. instead of 7:00 as in the past.

With the exception of change, the O'Kelly train run on the old schedule. Patrons are kindly requested to take heed of this notice.

J. A. O'KELLY, Agent

Don't

Buy your Butter, Cream, milk from the Coos Bay and Cold Storage companies less you want only the

Best

PHONE 73-J

Delivery 8 a. m. — 2 p. m.

BEAN POT CHEESE—7c

PROFESSIONAL DIRECTOR

DR. G. W. LESLIE, Osteopathic Physician

Graduate of the American School of Osteopathy at Kirksville, Mo., in Eldorado Bldg. Hours 10 to 12:4; Phone 161-J; Marshfield, Ore.

DR. J. W. INGRAM, Physician and Surgeon

209-210 Cook Building

Phones: Office 162J; Residence 162K

J. W. BENNETT, Lawyer

Office over Flanagan & Bennett Marshfield

DR. J. T. MCCORMAC, Physician and Surgeon

Marshfield, Oregon

Office: Lockhart Building, opposite Post Office

Phone 105-J

Union Oil

GASOLINE DISTILLATE KEROSENE SAMSON GAS ENGINES CENTRIFUGAL PUMPS

Coos Bay Oil & Supply

Marshfield, Ore. Phone 105-J

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Blanchard's Livery

We have secured the services of L. H. Heister and are pleased to render excellent service to the people of Coos Bay. Our drivers, good rigs and equipment will mean satisfactory service to the public. Phone us for a horse, a rig or anything else in the livery line. We also do trucking business of all kinds.

BLANCHARD BROTHERS

Art Blanchard, Manager

Livery, Feed and Sales Service

141 First and Alder Streets

Phone 128-J

FOR GOOD WORK

Bring your clothes to us. We are pressing and repairing a specialty by experienced men. Satisfaction guaranteed.—BLANCHARD BROS., SOX, Alliance Bldg., Front St.

We Work And Advertise

To bring a customer here the time, after that he comes of his own accord. You know why?

REMEMBER

There is no kink, or coil, or can't do.

"THINK IT OVER"

Coos Bay Steam Laundry

PHONE MAIN 100-J