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Any kind of brick work at prices that are right.  
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We haul trunks between any points in Marshfield for the following rates, delivery to be made in the first stories of buildings:  
One trunk ..... \$ .25  
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9:00 a. m. 9:15 a. m.  
10:00 a. m. 10:15 a. m.  
and every thirty minutes until 11:00 a. m.  
8:00 p. m. 8:15 p. m.  
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**YOUR COLLARS**  
If you have them laundered  
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**TWIN CITY STEAM LAUNDRY**

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A new taxicab has been added to my auto service. Careful drivers. Will go anywhere at any time. Stand Blanco Cigar Store. Day phone, 78  
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In its new dress, entirely remodelled and renovated, is now ready to receive and welcome its customers into one of the most modern, model and sanitary meat markets on Coos Bay. In addition, to a model shop it serves the best meat on Coos Bay. Prime beef steers that were formerly driven to Roseburg markets, are now butchered and served to the people on the blocks of the Union shop.

**Union Meat Market**  
Ford & Beskey, Proprietors. 144 South Broadway. Phone 58.

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**S. S. PARAISO**  
Equipped with Wireless. New Steel Boat.  
Fine Passenger Accommodations.  
SAILS FROM COOS BAY FOR SAN FRANCISCO SATURDAY, JUNE 6, 4 P. M., WITH PASSENGERS AND FREIGHT.  
YELLOWSTONE SAILS FROM SAN FRANCISCO FOR COOS BAY, THURSDAY, JUNE 4, WITH FREIGHT ONLY.  
**NORTH BEND MILL & LUMBER COMPANY, Agents**  
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**TYPEWRITERS—All standard makes, sold on easy payments, new and rebuilt. Fox, Underwood, Remington, Royal, Oliver, L. C. Smith, and Smith Premier, for rent or exchange. Cleaning, repairing or new platens, work guaranteed. Ribbons and carbon paper delivered. Phone us your order. Phone 44. Alliance office.**  
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Semi-weekly service Coos Bay and San Francisco.  
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Equipped with wireless and submarine bell.  
Passengers and freight.  
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Equipped with wireless and submarine bell.  
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SAILS FROM MARSHFIELD FOR SAN FRANCISCO, SATURDAY, JUNE 6, AT 4 P. M.  
San Francisco office, Greenwich street pier No. 23 and 600 Fife building.  
Coos Bay Agent, C. F. McGEORGE, Phone 44.

**S. S. ALLIANCE**  
SAILS FROM PORTLAND FOR COOS BAY SATURDAY, JUNE 6, AT 6 P. M.  
ROUND TRIP, \$18.50.  
Connection with the North Bank Road at Portland.  
North Pacific Steamship Company  
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**Steamship Breakwater**  
ALWAYS ON TIME.  
Sails from Marshfield during month of June at 1 o'clock p. m. on the 4th, 9th, 14th, 19th, 24th and 29th.  
Tickets on sale to all Eastern points and information as to routes and rates cheerfully furnished.  
Phone 427-L. F. T. SHELDON, Agent.

**IDEAL FREE GROVE AND PICNIC GROUNDS**  
Bring your lunch basket, Kodak and fishing tackle for a few days' outing.  
Sunday School and all picnic crowds a specialty.  
Excursion to South Coos River every day.  
Marshfield Time Table  
Launch Express, week days, leaves ..... 8 a.m.  
Steamer Rainbow leaves Marshfield at 8 a.m. every Sunday.  
and 2 p. m. week days.  
For charter and picnic arrangements, apply on board steamer Rainbow.

**Panama and Suez Canals**  
INTERESTING FACTS AND FIGURES ABOUT THE TWO GREATEST WATERWAYS IN THE WORLD.

**T**HE Suez Canal is owned by a stock company, with shares of stock numbering 379,241. Since 1875 the British Government has been the owner of 176,602 of these shares, for which it paid \$19,855,320. Through its holding of these shares the British Government exercises a controlling interest in the Suez canal. The canal cost about \$127,000,000, is 103 miles long, about 28 feet deep, and it takes vessels seventeen hours to pass through it. During the year 1910 the Suez canal was traversed by 4,533 vessels, with a total net tonnage of 16,581,898, and the toll charges were \$1.30 per net ton for vessels in ballast and \$1.93 for each passenger twelve years of age.

The cost of maintenance and operation, it was thought, would not be more than that at the Suez, say \$4,000,000, which would leave more than \$7,000,000, or about 2 per cent upon the entire investment of our people. No one that has studied the trade statistics of the world but that appreciates that as the years succeed each other the tonnages passing through the Panama canal will show large annual increases, and experts believe that by 1920 the net income from the canal will be sufficient to enable the payment of installments upon the original sum invested in the construction of this great enterprise.

The total receipts of the canal company for the year amounted to \$25,168,400; the cost of maintenance and operation to \$3,857,402; payments for fixed charges and in retiring capital obligations aggregated \$6,072,602. The company's net profits were \$15,908,419, permitting the payment of a dividend of 31 per cent on the canal company's shares. The outstanding capital obligations amounted to \$92,484,544 at the close of the year 1910. The Panama Canal is owned by the people of the United States. It is estimated that it will cost, when completed, approximately \$375,000,000. It will be 54 miles long, 41 feet deep and vessels will be able to go through it, from ocean to ocean, in twelve hours.

**CHEAPER THAN MEATS.**  
(From New York Times.)  
That red salmon is richer in fuel and body-building materials than any of the meats should be good news to housewives. A circular of the bureau of fisheries at Washington presents this table of comparative prices for corresponding amounts of nutriment:

The Panama Canal Government has issued bonds to the value of \$84,631,980, bearing interest at the rate of 2 per cent and \$50,000,000 in bonds bearing interest at the rate of 3 per cent. The expenditures on account of the canal in excess of the money received from sales of these bonds have been paid from the cash in the United States Treasury. A traffic expert report made to President Taft estimated that during the year 1915 10,500,000 net tons would pass through the Panama Canal, of which amount the coastwise trade of the United States, now free from tolls under existing law, was estimated at 1,160,000 tons. The rate of tolls as established by President Taft is to be \$1.20 per net ton, this being 10 cents per ton less than the Suez rate collected in the British controlled canal. Our coastwise trade being free, the tolls to be collected from the other tonnage, as per this estimate, would amount to about \$11,300,000.

The manner of preparing salmon, the federal report says, is of the best. While meats are inspected, they are handled by many persons afterward, exposed in the market place, and may be decayed or infected when the consumer gets them. The salmon comes directly from the cold waters which are their habitat, are washed and delivered alive to the "iron chink," whence no human hand touches them until, dressed and minus head, tail and fins, they find their way into the sanitary solderless cans and are cooked. The salmon of the Pacific Coast packed last year amount to 387,045,436 pounds valued at \$38,563,891. One hundred million fish, weighing from three to twenty-five pounds each, and sometimes measuring five feet long, supply the raw material for this enormous pack. Apparently the cheapness and excellence of the fish are already well recognized.

**NOTICE OF FILING FINAL ACCOUNT OF RECEIVER OF FORMER PORT OF COOS BAY, A DE FACTO CORPORATION.**

**FIRST FREIGHT THROUGH CANAL**  
NEW YORK, June 5.—The steamer Colon, which arrived here from Cristobal, brought the first freight that came through the Panama Canal. The cargo consisted of 21,000 sacks of sugar and was towed through the canal on barges. It is the first cargo to pay through freight.

**NOTICE IS HEREBY GIVEN TO WHOM IT MAY CONCERN, and to all inhabitants and taxpayers of that portion of Coos County, Oregon, lying within what is known as former Port of Coos Bay District, particularly described in the Proclamation of the County Court of the State of Oregon for Coos County, Oregon, a Port District, made May 5, 1909; and also to all inhabitants and taxpayers of the district now known as the present Port of Coos Bay, particularly defined and described in the Proclamation of said County Court made September 4, 1912; that John D. Goss, as Receiver of the Port of Coos Bay, a de facto municipal corporation, in and for said former Port of Coos Bay District, he being duly appointed such receiver by Order of the Circuit Court of the State of Oregon for Coos County, made May 2, 1912, in that certain suit then and now pending in said court wherein Thomas McGinnis is plaintiff and Henry Sengstacken, E. Mingus, W. C. Harris, L. J. Simpson, C. S. Winsor and other persons, are defendants, Case No. 3338 of said Circuit Court, duly qualified and acting, has filed in said court and cause his Final Report as such Receiver, praying, among other things, that the disbursements made by him as such Receiver, be approved; that the compensation of himself as Receiver and his attorneys be fixed and paid; and for an order directing him to deliver and transfer to the present Port of Coos Bay all property, real and personal, and moneys in his hands, or under his control, belonging to the former Port of Coos Bay, the de facto corporation aforesaid; that his final account be approved and allowed, and that he be discharged as such Receiver and his bondsmen exonerated, in which suit the present Port of Coos Bay has intervened and filed complaint in intervention.**

**PAINTING.**  
Now the husband paints the fence, while the housewife paints her face, and, with energy intense, we are painting, every place. We enjoy this useful toil, which will make the town more fair, and we smell of linseed oil, and there's ochre in our hair. Paint would beautify the spheres, and we have no useless sighs, if there's nutty in our ears and some varnish in our eyes. Wherever brush is laid, an improvement then is seen, and no odds about the shade—Blue, lavender or green. You will say, "I am surprised, that you preach paint evermore; you have sure been subsidized by some paint and varnish store." But I haven't had a yen from the dealers in red lead, since I started urging men to embellish house and shed. Some men tell you how to vote, others tell you how to pray, but I'm wearing out my throat shrieking "Paint Up!" all the day. It's because I hope to make this old world a brighter place that I urge you till I break both suspenders and a trace. Blow yourself for linseed oil, blow yourself for lead and zinc, or your residence will spoil; paint it blue, with stripes of pink!—Walt Mason.

**LOSSES WERE TOO HEAVY.**

**Income Tax Statements Will Have to Be Redrafted.**  
WASHINGTON, D. C., June 5.—An income tax decision handed down by the commissioner of internal revenue will necessitate the redrafting of thousands of income tax statements and will add materially to the government's revenues from that source. In making their statements thousands of taxpayers have deducted more liberally for losses incurred than the commissioner is willing to grant. These deductions were made under paragraph B of the income tax which reads: "Losses actually sustained during the year, incurred in trade or arising from fires, storms or shipwreck."  
The commissioner holds that "in trade" as used in the section is synonymous with "business." A loss which a taxpayer suffered as a result of some act not connected with his regular business is not regarded as deductible from the income statement.

You will further take notice that on May 14, 1914, said court duly made an Order setting as the time for the hearing of said final report, Thursday, June 18, 1914, commencing at the hour of ten o'clock in the forenoon of that day, and the Court House, Coquille City, Oregon, as the place for the hearing of said final account and of any objections thereto, and that notice be given thereof, and of the filing of said final report by publication.  
Dated Marshfield, Oregon, May 15, 1914.  
JOHN D. GOSS,  
Receiver as aforesaid.  
(First publication May 18, 1914; and last June 15, 1914.)

**FOR PAINTS AND WALL PAPER**  
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392 No. Front St. Phone 115-R.

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**DAY RATES, 75c AND UP**  
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