

Camel CIGARETTES



win smokers because they find the *blend* of choice Turkish and choice Domestic tobaccos so refreshing; because they appreciate the *absence* of tongue-bite, throat-parch and any unpleasant cigaretty after-taste!

The stamp placed over end seals the package, which keeps out air, thereby preserving the quality of the blended tobaccos. By inserting the fingers as illustrated, the stamp easily breaks without tearing the tin foil, which folds back into its place.

You'll prefer this Camel *blend* flavor to either kind of tobacco smoked straight. And the quality is so apparent men do not look for or expect coupons or premiums!

Once you know the delightful mellow-mild-smoothness of Camels—and how liberally you can smoke them without a comeback—you'll choose them against any cigarette at any price!

Camels are sold everywhere in scientifically sealed packages, 20 for 10c; or ten packages (200 cigarettes) in a glassine-paper-covered carton for \$1.00. We strongly recommend this carton for the home or office supply or when you travel.

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.

Twenty-five Dollars Cash

—and the balance in small monthly payments, gives you possession of one of the choicest 50x120-foot lots in First Addition. Streets Graded, City Water, Electric Light and Telephone Service at hand; lot above grade, level good soil and in every way a homesite. PRICE ONLY \$300; all improvements paid.—It's the BEST investment on the market. Call at our office for a plot. Look at the property and you'll make us payment at once

Reynolds Development Co. (OWNER FIRST ADDITION)

178 Central

Call 160 for Plat.

MANY SHIPS BUILT

REMARKABLE REVIVAL OF INDUSTRY ON GREAT LAKES.

Vessels Under Construction For Many Nations and For All Kinds of Traffic.

CHICAGO, March 4.—Shipbuilding industry on the Great Lakes, after lying dormant more or less for half a decade, is enjoying a revival of prosperity, according to reports from shipyards at and near Cleveland, Ohio, Detroit, Mich., Toledo, O., Duluth, Mich., Buffalo, N. Y., Chicago and smaller Great Lake ports.

The opening of the Panama Canal the activities of submarines and the healthy increase in exports are considered the immediate causes of the shipbuilding boom. The claim is made, without denial from the builders, that old ships and vessels now under construction are bringing better prices than in many years.

This will bring millions of dollars of business to the dozen or so of shipbuilding companies, has created new work for hundreds of men and already has caused the rebuilding of old yards and the planning of several new ones.

The demand is strong for both lake and ocean vessels and only the inability of the builders to give assurance of delivery of the ships by 1917 stands in the way of even heavier orders. Foreign interests are prominent among the buyers.

With the first clash of arms in Europe, shippers saw the necessity for obtaining boats quickly to carry merchandise to foreign and domestic ports. One New York capitalist obtained at least four huge Great Lake package freighters. At the Welland Canal these ships had to be cut into sections before they could continue their trip to the coast.

The tremendous amount of shipping that has gone to the bottom in the war zone together with the fact that many of the shipyards in England have been turned almost exclusively to ships of war, has forced foreign buyers to look to American shipbuilders for new vessels and some foreign buyers are ready to pick up any ship for sale on the seaboard.

Cleveland alone reports the closing of contracts for 46 vessels at an aggregate cost of more than eight million dollars, and that negotiations are in progress for 30 more ships. These orders are being filled at Cleveland, Lorain, Toledo and Ashtabula, O., Ecorse and Manitowoc, Mich., and Buffalo, N. Y. The yards at these cities are said to have all the business now that they can handle during the year.

The Toledo Shipbuilding company is working on an eastern order for five schooners with auxiliary plants, to be used in coastwise trade. A lake freighter 600 feet long, also is being set up at Toledo. The total tonnage of the Toledo contract is said to be 30,000.

Detroit reports the receipt of orders for a score of ships by Michigan companies and Ohio firms not mentioned in the Cleveland reports. The tonnage of the vessels that will be under construction in Michigan during 1916 is estimated at 100,000.

Duluth says the first ship to be built at the Superior, Mich., yards since 1910 will be constructed this year. "provided the steel can be secured." The scarcity of steel is also mentioned from Detroit. The inability to purchase greater quantities of building material, Detroit says, has prevented several companies from enlarging their plants.

At Chicago, the Calumet docks which have been occupied only with repair work during the last eight years, have just received an order for the construction of a freight steamer, 250 feet long and 43.6 feet wide. This boat, which is to be launched the latter part of April, was ordered through New York agents for a concern in Norway, the name of which is not known at the Calumet docks.

Detroit firms have received orders from eastern shippers which, under normal conditions, would have been built on or near the salt water. Eastern coast shippers, it is evident, are buying freighters wherever they can be obtained.

Of the ships ordered at Cleveland, a score will be built at Lake Erie yards, whence they will be sent to the Atlantic coast and a dozen or more will be launched for use on the Great Lakes during the year. Four more are to be delivered to the coast in 1917.

The American Shipbuilding company at Cleveland has an order for six steam freighters from Norwegian interests and the Toledo Shipbuilding company for four boats from the same source. The latter company also is building six auxiliary schooners for New York interests.

The Manitowoc Shipbuilding company has orders for three steam trawlers from a Boston concern and for a government survey boat to be

The European War

ALLIES' NAVAL STRENGTH THREE TIMES AS GREAT AS GERMANS'

PARIS, March 3.—The Naval powers of the Entente Allies in proportion to the naval power of the Central Empires is as three against one, as calculated in official quarters.

The number of vessels in the different fleets at the end of 1915 are given as follows:

	ENTENTE FORCES					Total
	France	Great Britain	Russia	Italy	Japan	
Battleships Pre-Dreadnaughts	12	42	13	11	12	89
Dreadnaught	13	34	5	5	5	62
Fighting Cruisers	10	3	3	8	21	45
Protected cruisers	21	28	8	9	71	137
Cruisers and scouts	17	73	10	20	13	133
Torpedoboot destroyers	87	239	85	45	61	542

	CENTRAL POWER FORCES				Total
	Germany	Aus-Hun.	Turkey	Bul.	
Battleships (Pre-Dreadnaught)	20	12	1		33
Dreadnaught	17	4			21
Fighting Cruisers	6				6
Protected Cruisers	3	2			5
Cruisers and Scouts	26	8	1		35
Torpedoboot Destroyers	144	25	10	1	180

Precise figures as to the respective situations as regards submarines are not available. These are two unknown quantities in the German situation—the number of submarines lost since the war began, and the number built. The Allies have kept closely secret the number they have destroyed or captured, and the number Germany has been able to complete to replace them is estimated only approximately. The most competent authorities in France have arrived at the conclusion that the submarine forces are about in the same proportion as the other units of the different fleets, but none of them give out any figures.

AMERICAN WOMEN'S WAR HOSPITAL SAVES MANY

Ninety-eight Per Cent of the Wounded Soldiers Sent There Have Recovered.

(By Associated Press from Coos Bay Times.)

LONDON, March 4.—Ninety-eight per cent of the wounded soldiers treated at the American Women's War hospital have been cured or improved, according to a report just issued on the second thousand cases handled by that institution. The hospital is at Paignton, South Devon, with Sir William Osler, formerly of John Hopkins, as consulting physician, and Dr. Penhallow as chief surgeon.

The report shows that of the surgical cases sixty-three per cent were cured and thirty-three per cent improved. The same percentage of cures and improvements were secured in medical cases. In the thousand cases there were but five deaths, or considerably less than one per cent.

The promptness with which relief is given to men on the battlefield immediately after they are wounded is brought out by the statistics of the report. Of the total wounded cases, one quarter of them had received immediate first aid field dressing, and an additional thirteen per cent had received this field dressing within fifteen minutes. Another twenty-five per cent had been treated on the field within one hour of being wounded, while a small remaining percentage were treated within a few hours, and a very few after a long delay of forty-eight and seventy-two hours.

Gas poisoning is one of the principal causes of the cases treated, and while typhoid has been largely reduced, there were seven cases. The number of amputations was fourteen, which, considering the number of serious cases, was an exceptionally favorable showing.

As showing the different classes of wounds received in action, the following percentages were given on perforating wounds: Shrapnel 12 per cent; shell, 2 per cent; bullet, 39 per cent; grenade, 1 per cent. In surface wounds, the percentage of shrapnel is greater and of bullet injury less. The wounds from bayonets is the smallest, being less than one per cent.

used in Alaskan waters. Five huge bulk freighters are to be built by the American Shipbuilding company at its Lorain yards in 1916 and ten in 1917. Orders for seven other such boats for 1916 delivery have been distributed among smaller shipyards on the Great Lakes.

At Cleveland, it is understood that Italian interests are negotiating for 28 ocean-going trading vessels of 3,900 tons each. In addition to all this building activity, 24 freighters with a total capacity of 112,700 tons have changed hands on the Great Lakes in the vicinity of Cleveland since the first of the year. Since last October, when the present boom first began to set in, 80 vessels, with an aggregate tonnage of 500,000, have been sold on the Great Lakes. This is exclusive of package freighters and Canadian ships.

A new shipbuilding company has just been organized at Duluth, by Captain Alexander MacDonagh, who has been interested in the Collingwood yards. The new company already has an order for a boat of the Welland Canal size.

GOLD AND FAT ARE SCARCE IN GERMANY

Most of Precious Metal Hoarded in Imperial Bank, But Why Butcher Finds Some By Offer.

(By Associated Press from Coos Bay Times.)

BERLIN, March 4.—Most of the gold in Germany is in the Imperial bank by now, but that there is still some in hiding was proved recently when a Fuerstenwald butcher advertised that he would sell fat in five pound lots to persons who paid in gold, and in one pound lots to those who paid in paper or silver.

The advertisement caused a veritable run on the butcher shop—so scarce is fat—and at the end of the first day the butcher was able to turn in almost a thousand marks in gold. People came not only from Fuerstenwald, but from neighboring towns and villages with the gold they hoarded up.

GERMAN MANUFACTURERS CALLED ON CARPET

Government Accuses Them of Not Paying Women Workers Reasonable Wages—Penalizes Them.

(By Associated Press from Coos Bay Times.)

BERLIN, March 4.—In an effort to see that workers, particularly women, engaged in the manufacture of army materials receive fair wages, the government has imposed upon contractors certain definite wages which they are ordered to pay. Violations are followed by loss of contracts, and sometimes severer penalties.

Notwithstanding the threatened penalties, certain contractors perpetually try in the most ingenious petty ways to "sweat" their workers. The women making straps for soldiers' flasks, for instance, were ordered put on a piece work basis of fifteen pennings per strap. They previously had been paid a straight sum per hour. One firm, it has now been found, immediately adjusted the matter to its satisfaction by decreasing privately that an hour's work should consist of a stipulated number of straps—about twice normal capacity—continued to pay by time, and consequently continued to get its straps made for seven and a half pennings apiece instead of fifteen.

A second firm was far more ingenious. It complied with the piece-work schedule and pays its employes fifteen pennings per strap—but it charges them about half their wages for heat, light and other similar items which, of course, were free under the old schedule. There are now under investigation a series of complaints of similar nature.

For Sale

STOCK RANCH—Near Allegany, mostly bottom, good buildings, 30 head cattle, team, farming tools, fine orchard, delightful place to live. Price \$7500. Terms.

STOCK OR DAIRY RANCH—Close in, 20 cows, team, good buildings, orchards, tools, 600 acres, 65 of which is finest bottom. Price \$16,000. Terms.

DAIRY RANCH—Close in, 300 acres, 175 is better, fine buildings, team. Price \$21,000. Terms.

DAIRY RANCH—R. R. depot on place, close in, 530 acres, half is richest bottom, fine buildings, both rail and water transportation, 40 head stock, team. Price \$53,000. Splendid terms, with interest at five per cent.

FRUIT RANCH—Splendidly located, 1000 loganberry vines in full bearing, fine orchard, fine buildings, 17 acres, \$6,000. Terms.

DEVELOPED COAL MINE—On tide water, fine coal and lots of it. Price way down.

CHICKEN RANCH—Close in, 10 acres, house. Only \$800.

CHICKEN RANCH—15 acres, close in, \$30 down and \$15 a month.

FOR TRADE—We have North Bend property and ranches to trade for North Dakota property. Come in and investigate.

We have Oklahoma property to trade for Coos Bay city or ranch property.

CITY PROPERTY—North Bend or Marshfield. We have it if you are looking for bargains and locations.

INSURANCE—We carry a full line of fire insurance.

KOOS OREGON DEVELOPMENT CO.
PIONEER BLOCK
NORTH BEND, OREGON

Rusty Water

Where red or rusty water occurs, it almost always comes from the hot water faucets. The water is discolored because of the rusting of the inside of the hot water piping in the house and is not dirt or foreign matter, for if it were then both the hot and cold water would be discolored. The hot water piping in some houses causes more rust than in others, due to the galvanized coating of the pipes being of poorer quality. When placing new or repairing old water piping, insist on your plumber using the best grade of galvanized iron pipe of not less than three-fourths inch diameter.

Where rusty hot water is especially bad it can be remedied to a considerable extent by having a plumber attach an inexpensive device to the water pipe entering the hot water coil or stove-back for the introduction of a small amount of lime each week. The lime added to the hot water will largely prevent the formation of rust in the hot water pipes, but it will make the water somewhat harder and require more soap.

Don't heat your hot water supply too hot. A temperature of 140 degrees is sufficient for all ordinary uses of hot water and to exceed this causes trouble. Flush the rust out of the bottom of your hot water tank at least once a week. Every hot water tank should have a faucet for this purpose.

COOS BAY WATER COMPANY

MARSHFIELD AND NORTH BEND, OREGON.

Telephone to Beaver Hill . . .

A public long distance toll station has been established at Beaver Hill in the office of the Southern Pacific Company. The McDonald & Vaughn Logging Camp above Beaver Hill may be reached through Beaver Hill. Call Long Distance.

Coos and Curry Telephone Company

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