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Get a bottle from your druggist, or a bottle for free booklet, "Thirty Feet of Danger."

Nujol Laboratories STANDARD OIL CO. (NEW JERSEY) 38 Broadway, New York

DESTROY 2 HULLS AT TRAYLOR YARD

\$700,000 Expenditure Lost When Government Board Rescinds Contracts

CLIMAX ON WOOD SHIPS

Quick Sale of Fleet Built in War Emergency Urged

File or dynamite will be used by officials of the Traylor Shipbuilding Corporation, at Cornwells, as a means of clearing two shipways of uncompleted wooden cargo carriers so as to provide room for the construction of other ships, according to Samuel W. Traylor, Jr., assistant general manager of the company.

The seven, a sister ship to the two vessels which will be destroyed, virtually has been completed and will be launched today. It is of 2500 tons dead-weight capacity.

The vessels to be destroyed are more than 40 per cent complete and represent an expenditure to date of approximately \$700,000. The shipping board rescinded the contracts for finishing the vessels about two weeks ago, according to Mr. Traylor. The yard has built and turned over to the government seven ships of the same type.

Destruction of the vessels is an echo of the long-drawn out Demman-tooths wooden ship controversy. Work was halted with officials of the government wanting disposition of the government wanted to make of them.

Destruction Approved
"We have determined to blow them up or burn them, as we need the room," Mr. Traylor declared.

"We communicated with the government telling them our intention, and they seem to know of no other way to handle the matter. I might even say they are in accord with our plan for destroying them."

While the uncompleted vessels might be converted into barges, this would entail considerable expense, Mr. Traylor added.

"At present we would have to make radical and costly changes to make the vessels float," he said. "To take the vessels apart is also unfeasible, for the money necessary to do this would be greater than the salvage."

There are ten shipways at the yard, and the company says pressure of business demands that use be made of the ways containing the two vessels. Ten wooden craft, Mr. Traylor said, had been ordered by the government at one time or another, but the government has not yet ordered any of them.

The estimated cost of each ship is \$750,000. Mr. Traylor said the government, in accordance with the reimbursement plan, would pay the company a fair price for the two uncompleted vessels.

Men here conversant with shipping conditions yesterday expressed the opinion that the government would sell without delay all ships it has built to meet the emergency of war, if the loss of the vessels is considered inevitable. This opinion was elicited yesterday by the recent recommendations of E. N. Hurley, chairman of the United States shipping board, for the future development of the American merchant marine.

Urges Quick Sale
"The sooner the government sells its ships the less the loss," said J. S. W. Holton, president of the Maritime Exchange. "The price per deadweight ton will decrease with the return of normal conditions. There may be public protest now at the loss resulting from the sale of the ships, but that protest will be much greater if three years hence, when there will be a loss far in excess of that which is likely at the present time. It would be more expedient to sustain the present loss now, when the people are still under the influence of big war losses."

George F. Sprout, president of the Commissioners of Navigation, upon his attention being called to the suggestion that ships, if sold now, would perhaps bring \$150 per deadweight ton, whereas the cost of construction to the government was from \$225 to \$240 per ton, replied:

"I question whether any of the vessels built by our mushroom shipyard could be sold to a practical shipping man for one-third of the original cost. I don't know any man who would pay \$150 a ton for a vessel for foreign trade, because ships are being produced in England for \$91 a ton. When things are normal again no doubt Great Britain will build ships for \$50 a ton. Before the war tramp steamships were built in the north country of the British Isles for \$39 a ton."

300 BRIDES WITH ANZACS
1000 New Zealand Troops Reach U. S. on Way Home
Newport News, Va., April 3.—(By A. P.)—With nearly 1000 New Zealand troops aboard bound for home from France via the Panama Canal, the British transport Remuera has arrived here for coal. The steamer is expected to continue her voyage before the last of the week.

Nearly 200 wives of the soldiers, who were married during their stay in Europe, are returning to New Zealand to make their home. The majority of the soldiers had been in Europe three or four years.

Head Crushed by Elevator
When his head was caught in the open doorway of a moving elevator in the Reading Terminal Building today, Fred O'Brien, a negro twenty-two years old, 1011 South Fifteenth street, was instantly killed. O'Brien had opened the elevator door and, while looking out, pushed the lever which started the car. It was taken to the Habermann Hospital where physicians reported that the skull had been crushed. The body was then removed to the morgue.

SUSQUEHANNA RIVER PLANS
Movement to Make Stream Navigable Boosted at Conference
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Congressman Brooks, of York, told the conference he will add his efforts to those of Congressman Cright and others to have Congress improve the river.

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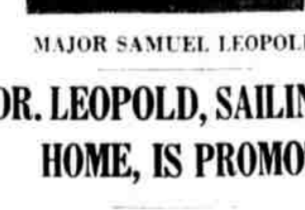
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BOARD PROPOSED TO FIX SALARIES

Representative Would Have City Officials Decide on Employes' Pay

RAPS PRESENT SYSTEM

Increase Measures Now Merely Boost State Printing Cost, Dunn Says



MAJOR SAMUEL LEOPOLD
DR. LEOPOLD, SAILING HOME, IS PROMOTED

Noted Nerve Specialist Made Lieutenant Colonel for Distinguished War Work

Coincident with the announcement that he has sailed from France for the United States, word has been received in Philadelphia that Major Samuel Leopold, of the army medical corps, has been recommended for promotion to a lieutenant colonel because of his valuable work in the treatment of nervous diseases among soldiers of the American expeditionary force.

Major Leopold has become an authority in the treatment of neurosthenia, whether from shell shock, extreme fatigue or other causes. Because of his proficiency in this field he was detailed to this division of the service, an important part of his duties being in picking out malingerers feigning nervous diseases from those who were actually afflicted.

Major Leopold enlisted for service in the medical corps at the outbreak of the war, and, after being accepted, was commissioned a lieutenant in May, 1917, and assigned to duty at Fort Benjamin Harrison and subsequently at Camp Wadsworth and Greene.

His ability in handling nervous diseases was quickly recognized and his rise was rapid. He was first promoted to captain and then to major in charge of the division psychiatrist. In April, 1918, he was ordered for service with the medical corps at the front and was present at virtually all the important engagements in which Americans took part between Belgium and Alsace.

Before entering the army Major Leopold held, among others, the positions of instructor in neurology and neuropathology at the University of Pennsylvania, neurologist and pathologist at the Jewish Hospital and examining psychiatrist at the House of Detention.

AIRDROME FUNDS SOUGHT
Aero Club to Urge League Island Park as Site
The Aero Club of Pennsylvania will urge councils to appropriate sufficient funds for establishing a Philadelphia municipal airdrome, preferably east of Broad street, in League Island Park.

Included in the plans, as suggested by the committee, would be a landing place for the aerial post planes, army and navy planes and dirigibles, commercial, training and sport planes. Here they would be sheltered, repaired and supplied with fuel and accessories.

Blueston aviation field is so far from the center of the city that any time saved by flying from New York to Philadelphia is lost in the long trip from the Northeast. These facts are set forth in a complaint filed yesterday with the Aero Club of Pennsylvania by Lieutenant George C. McDonald, of the Twenty-seventh Aerial Photo Section, Harehurst Field, Mineola, Long Island.

McLEAN GIVES LEAGUE VIEW
Says Spirit, Not Letter, Must Give Life to Union
New Haven, Conn., April 3.—(By A. P.)—United States Senator George P. McLean, writing in the Yale News today upon his attitude toward the proposed covenant of a league of nations, summarized his attitude in this way:

"First. No time should be lost in searching and finding ways and means to secure a just and lasting peace throughout the world.

"Second. International war is bad but civil war is worse. The world must learn what democracy means.

"Third. We have made the world safe for democracy today because the world must learn what democracy means.

"Fourth. What the world really needs today is a league of peace between players and employed, to be enforced by the rule of reason and fair play.

"Fifth. The power and power to send American boys to far-distant lands should remain with the American Congress.

"Sixth. It will be the spirit and not the letter that will give life to the proposed league."

Boy Run Down by Automobile
John McCoy, thirty-second and Summer streets, was held in \$500 bail by Magistrate McCarty today charged with running down Joseph Dalton, Jr., fifteen years old, son of Joseph Dalton, house sergeant at the Tenth and Buttonwood streets police station. McCoy was driving the car in Broad street near Mount Vernon street when the accident occurred. The boy was taken to St. Joseph's Hospital. His condition is serious.

Thommen's Restaurants

Our Springtime Decorating is practically completed and we invite you to come and enjoy the atmosphere of the handsomest dining salons in Philadelphia.

BREAKFAST With Us Tomorrow
and we'll acquaint you with the tastiest morning repast you've ever enjoyed.

SUGGESTIONS
Cereal and Cream Rolls and Butter Baked Coffee
Cereal and Cream Rolls and Strap Coffee

Quite Inexpensive, Too, 50c
1520-1522 Market St.
Opposite Broad Street Station

BOARD PROPOSED TO FIX SALARIES

Representative Would Have City Officials Decide on Employes' Pay

RAPS PRESENT SYSTEM

Increase Measures Now Merely Boost State Printing Cost, Dunn Says

A board, headed by the Mayor, empowered to fix the salaries of all officials and employes of the city, is proposed by State Representative James A. Dunn.

Mr. Dunn said that next week in the House he will introduce a bill providing for such a board, consisting of the Mayor, the City Solicitor, the City Controller, a Select Councilman and a Common Councilman.

His proposal closely follows the vetoing by Governor Sproul of a bill increasing from \$2000 to \$5000 the salary of William H. Kreider, secretary of the Civil Service Commission.

Representative Dunn said that every two years scores of bills are introduced in the Legislature providing for salary increases for Philadelphia officials. Nine out of every ten of these bills, he added, serve no purpose except to increase the state's printing bill. It is his opinion that if such a bill as he will propose is enacted, a great deal of expense will be saved and the board will be able to decide the merits of requests for salary increases without inflicting that duty upon the Legislature.

Mr. Dunn also proposes to introduce a bill next week providing that the state shall cooperate with the city of Philadelphia in commemorating the nation's birth on July 4, next. His measure will ask that the state appropriate \$15,000 toward defraying the costs of the Independence Day celebration.

Should such an appropriation be made, supporters of the bill say the finest celebration in many years could be held in Philadelphia. It is planned to invite the President and members of his cabinet to Philadelphia for the Independence Day ceremonies, and to arrange a parade of Pennsylvania's sons who will have returned from France by that time. Mr. Dunn said he talked with Chairman Gaffney of the Finance Committee, approved his plan and he said Mr. Gaffney approved it.

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HUERTA'S AIDE IN MEXICO

General Blanquet Arrives "After Very Dangerous Trip"

New York, April 3.—(By A. P.)—General Aurelio Blanquet, Mexican Minister of War during the administration of President Victoriano Huerta, and described a second in command to General Felix Diaz, recently reported as having undertaken a revolutionary movement against President Carranza, has arrived safely in Mexico "after a very dangerous trip," according to an announcement made here today by Roberto Gayon, his secretary.

Blanquet was accompanied by General Juan Montano, chief of staff; General Enrique Gonzalez, chief of artillery; Colonel Francisco Trastorero, judge advocate; Colonel Luis Acosta, Captain Guillermo Rojas and two other Mexican officers of the old federal army, according to Gayon.

Camden Negro Troops Greeted
Camden County negro soldiers who have returned from overseas were tendered an informal reception in the Third Regiment Armory, Haddon Avenue and Mickle street, Camden, last night. An address of welcome was delivered by Major G. B. The 250th Regimental Band rendered music. Dr. Clement T. Branch, of Camden, was master of ceremonies.

HONOR MOTHER OF LOST SOLDIER

Woman, Doubtful of Status, Assured Place in Welcome to Troops

KILLED GOING OVER TOP

Special Consideration Given Parents of Fighters Killed Overseas

When the welcome boats go down the Delaware River in May to greet the returning heroes of Pennsylvania's Iron Division, the Twenty-eighth, one of them will carry a quiet little mother of a soldier as a passenger. She will not greet her boy from the deck of the craft, nor will he enthusiastically call "mother" from the rail of the transport.

Some other soldier, in fact, all other soldiers on the big vessel will receive her welcome, but Sergeant John P. Martin, of Company A, 109th Infantry, will not be among them. Sergeant Martin went over the top on October 8 and gave his life for his country.

His mother, Mrs. Mary Martin, of 75 North Thirty-seventh street, applied to the welcome home committee headquarters in the Liberty Building for transportation today.

"I don't know whether I have the right to ask for a place on the boat and a seat in the grandstand," she told Mrs. W. L. Mann, who has charge of compiling the lists of mothers to be accommodated.

"I haven't a boy," she added sadly. "He was killed in action in France."

Mrs. Mann assured her that she was entitled to the greatest consideration. She spoke to the officials about it, for Mrs. Martin is the first mother who gave her boy to her country to ask to greet the returning heroes.

It was decided that she was entitled to special consideration and Mrs. Martin was offered a special place with a special escort in honor of her patriotic desire.

"I don't want any special consideration," she replied. "I only want to greet the comrades of my boy, and one seat in the grandstand and one place on the boat are all that I desire."

The request will be granted her.

DEAR FOLKS:

THIS is a most important week in the history of Wilson & Co. Everybody in the whole organization is enthusiastic, "up on his toes" and proud.

This is the week that Wilson & Co. announce that they are producing Certified Ham and Bacon. All over the country the dealers are putting up window signs telling the news. Incidentally, I am coming to believe that the dealers who handle Wilson products are imbued with the same pride and confidence in the Wilson institution as are the 25,000 workers in the various plants and branches.

All these Wilson & Co. men and women are pleased as pleased can be this week because they have known for a long time that the company would put Certified Ham and Bacon on the market at this time. They have known of the care and skill and exactness with which these products were being perfected to deserve the Wilson Certified label. That "Certified" label is the ne plus ultra for any Wilson product. When it is placed on something it means that that particular food product is just as fine as it can be made, as pure as purity itself and as good as anything ever can be good to eat.

The name and fame of Wilson & Co. Certified products has grown up in the past two years. It started when the company brought out its line of canned fruits, vegetables and table specialties, giving them the name "Certified" and placing upon them a guarantee that the user would find them of the highest possible quality.

In their smoked meats "Majestic" was the label of their top-notch quality. Majestic Ham and Bacon were, and are, mighty well known and liked. Mr. Wilson saw the great popularity won by the "Certified" fruits and vegetables, and he said:

"We must have Certified Ham and Bacon. Can we make them good enough to deserve the Certified label?"

"We can and we will," was the prompt answer.

So there is a bit of history. It wasn't merely a question of curing and smoking ham and bacon of the most excellent quality. It was a matter of knowing at every step along the line that this ham and bacon was going to be good enough to be honored with the name of "Certified."

This means selecting the porkers themselves. They have to be of excellent breed, they have to be in the pink of condition, they have to show to the practiced eyes of the experts who select them that the quality is there. I have watched the production of Certified Ham and Bacon—watched the careful, skillful choosing of those hams and bacon sides. I have seen how precisely a ham is chosen, how exactly a bacon side is selected. There must be just such a proportion of fat and lean, the skin must be smooth, the ham or bacon must be visibly perfect. Then it is carefully trimmed and sent on through the curing and smoking department. Nothing is hurried, for the men who have charge of this work tell me that hasty curing and smoking do not create the sweet, appetizing flavor and the hunger-satisfying taste that must characterize a fine piece of ham or bacon.

All the way through I noticed that these meats—as, indeed, are all other Wilson products—were handled and prepared with RESPECT. Respect is a fixed principle in the Wilson plant, and when you come to think of it, it is a pretty good idea to be respectful to foods. They deserve respect, if they are destined for your table, and the Wilson folks know this and show respect toward them.

I have told you in my previous letters how the spirit of good will and loyalty and integrity pervades the whole organization. I have tried to suggest that this spirit of pride and of fellowship is a guarantee that the products of Wilson & Co. will be all the better for it. Every worker in the Wilson plants feels this way about it, and that is why this week every one of them is so hugely glad and proud that Certified Ham and Bacon are being announced. Each of them feels—and knows—that here is another proof of what the heart and spirit of the Wilson organization curing and smoking department. Nothing is hurried, for the men who have charge of this work tell me that hasty curing and smoking do not create the sweet, appetizing flavor and the hunger-satisfying taste that must characterize a fine piece of ham or bacon.

It is just because of this pride and loyalty and integrity that Wilson & Co. are able to offer to you Certified Ham and Bacon and to back them up with the same guarantee in the world, namely: their own honor and that of their associate workers.

"Certified" is more than a name. It is a standard. And it is a standard that must be maintained. As a special committee of eight men carries the responsibility of determining what a product meets the Certified standard. And this standard includes everything in connection with the product—selection, preparation, wrapping, packing—even the style of the package and the labels.

This is the sort of care and thoughtfulness and honest desire to produce the best in the world that has made the slogan "The Wilson Label Protects Your Taste" a statement of guarantee rather than a happy advertising phrase.

Sincerely, William C. Frazer,
250 Fifth Avenue, New York City

OPPENHEIM, COLLINS & CO

Chestnut and 12th Sts.

Important Sale Tomorrow

Women's and Misses'

Smart Serge Dresses

Taken from Regular Stock

Extremely smart styles of serge box coat, straightline and tunic models; some with vestees, others attractively braided or embroidered.

Regular Values to \$29.75

Sale Price **15.00**

DAIX BILL IS BARRIER TO POWER MONOPOLY

Measure Conferring Eminent Domain on Water Companies Before State Senate

Harrisburg, April 3.—Legislation conferring the right of eminent domain upon companies chartered for the purpose of furnishing power to the public and making possible full development of the water-power resources of the state has been introduced in the Senate by Senator Augustus F. Daix, Jr., of Philadelphia. The bill also carries provisions which would make impossible formation of a power monopoly or trust.

In addition to this bill there is pending legislation calling for a survey of the water resources of the state that can be developed for commercially profitable purposes. Figures obtained by the water-supply commission and the Bureau of Forestry show that it is possible to develop sufficient power in the district west of the Alleghenies to supply all the industries in that section of the state with electric power.

The provision of the Daix bill conferring the right of eminent domain upon water-power companies opens the way for development of the water-power resources of the state by the companies to obtain rights of way, sites and drainage necessary to the operation of water-power concerns.

The state, under the Daix bill, reserves the right to revoke the privileges of eminent domain from companies. The Public Service Commission is empowered to pass upon the necessity for any particular enterprise and decide whether or not the proposed enterprise should be granted a certificate of public convenience.

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Traveling Clocks In Folding Leather Cases

These clocks have clear, white dials, and are fitted in folding leather cases. They are convenient on the bedroom table, at home and while traveling.

One with eight-day movement, radium dial and hands, in folding leather case, choice of color—\$28.

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DIAMOND MERCHANTS—JEWELERS—SILVERSMITHS

FOSS-HUGHES COMPANY

21st and Market Streets
Telephone Spruce 70

THE Pierce-Arrow has always been a car that yielded comfort unstintedly. This comfort is the compound of easy riding, perfect control, elasticity, quick response, intelligent designing. The new Dual Valve Engine increases these qualities. It yields greater power and greater flexibility, minimizes gear shifting, adds nothing to weight and lessens oil and gasoline consumption.

