

ORDER MAY KEEP WOOD FROM STUMP

Politics Seen in Revival of Old Rule by Secretary Baker

ALL ARMY MEN AFFECTED

Washington, July 29.—The rule which would prevent any person in the military service taking an active part in political campaigns was revived yesterday from a similar order of twenty years ago and promulgated officially over the signature of Secretary Baker.

Refusing to consider the matter generally as it might affect General Wood, who has promised to support Senator Harding in the campaign, Secretary Baker said it would prevent any officer making a speech or issuing a statement in behalf of any political candidate.

General Wood has publicly pledged himself to assist in every way possible in the election of Senator Harding.

Secretary Baker said that the rule was not intended to prevent any officer making a speech or issuing a statement in his behalf.

"Does the order have any bearing on the prevention of activities of General Wood?"

"No," said Secretary Baker. "It has long been the understanding within the department that political activities were not fitting for military rank. This order is merely intended to confirm that existing custom."

The last occasion when the order was officially invoked was in the incumbency of Ellin Root in the second McKinley administration.

Root's action was directed against General Nelson A. Miles, who had shown signs of political activity in New England.

Shore Amusement Co. Sued
Atlantic City, July 29.—A suit in the Circuit Court to recover \$10,000 damages for personal injuries is an echo of a round of the bump which William O'Connor, a Philadelphia, made on the playground of the Atlantic City.

Deerfield to Build School
Bridgeton, N. J., July 29.—Taxpayers of Deerfield township at a meeting at night, with 470 voters attending, authorized by a majority of seven an appropriation of \$44,000 for the erection of a new schoolhouse.

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Adoption Regular Schedule
BOSTON August 1st, 1920
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FILM STARS BACK FROM VISIT TO EUROPE

Mr. and Mrs. Douglas Fairbanks Report a Royal Welcome in Each Country Abroad

New York, July 29.—Occupying most appropriately the royal suite, MARY PICKFORD and husband, Douglas Fairbanks, sailed back to town yesterday on the White Star liner Olympic, after having, as "Doug" expressed it, "gone through Europe, hitting on all six," and meeting only with the disappointment that in their month of sight-seeing Douglas couldn't climb an Alp.

When they landed a crowd, led by a delegation from the Friars Club, swarmed upon them and gave them a hearty mobbing. The Friars had a bus equipped with a band that played, "Hail, Hail, the Gang's All Here."

"In Paris," said Douglas at the hotel, "we visited Les Halles, the great market place and though we had gendarmes to guard us, the butchers there just moved them down like sheep. In England it even was worse."

Despite a large police escort, they said, the crowds continued so thick that they had to lead a double life in order to enjoy themselves. Their official suite was at the Ritz, but they also had rooms on Albemarle street, where they would try to catch forty winks and when they would walk forth to view the town, the "missus" in large spectacles and "Doug" hiding behind a false moustache.

Van Company Sued for Damages
Trenton, July 29.—Changing that negligence of the defendant resulted in his being injured when a motor moving van backed into him, Oscar L. Freeburg, of this city, has begun suit in the Superior Court against Harry Donglass, proprietor of the Arcade Storage and Express Co., of this city, for \$25,000.

Freeburg, in his declaration, avers that while standing on the porch of a dwelling from which the defendant was moving household effects, the van was carelessly backed across the sidewalk and into him. He says that his left leg was fractured and his left foot crushed, and that he also suffered internal injuries.

Health Campaign to Open
Trenton, July 29.—Physicians here have volunteered their services for a series of talks and demonstrations in a summer health campaign. The talks and demonstrations will be given in industrial plants and public places, and such subjects will be treated as resuscitation in cases of drowning, attention in sunstroke, proper diet and dress. The campaign is being conducted under the auspices of the Mercer County Health League.

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Sailing from New York every 10 days. No passport required for Bermuda. Send for descriptive circular to
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NEW MOTOR LIGHT URGED
Director Leeds Favors Lens of Uniform Type for National Use
Atlantic City, July 29.—Samuel P. Leeds, director for New Jersey in the National Highway Traffic Association, organized to procure uniform traffic legislation in every state of the union, today launched a nation-wide movement for the adoption of a uniform type of headlight, or lens, for every motor vehicle licensed in the United States.

The idea has been submitted to the Interstate Commerce Commission, and is being promulgated in all of the forty-eight commonwealths.

Director Leeds' proposal is for a powerful light so constructed as to be directed in a narrow beam, without affecting the eyesight of drivers of cars approaching from the opposite direction, or dazzling luckless pedestrians.

Millville Boy Drowns at Sea
MILLVILLE, N. J., July 29.—Mr. and Mrs. Wilbert Lloyd received word yesterday that their son, Lewis Lloyd, twenty-two years old, had been drowned from the U. S. S. Wisconsin shortly after the ship left Boston.

The telegram stated that a heavy sea was running and it is believed that the young sailor was washed overboard. Lloyd enlisted in the navy two years ago.

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Constipation, Acid Stomach, Indigestion
Can be used as Milk of Magnesia
Sold only by the bottle—never by dose.

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Why Suffer Longer? Drink
Mountain Valley Water
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Length, 110 feet; beam, 15 feet 4 3/4 inches; draft aft, 6 feet 3 inches; maximum speed, 18 knots; powered with 3 Standard Marine gas engines. They are wooden-hull vessels with white oak frames and 1 3/4 inch and 2 inch yellow pine planking.

Submarine chasers make excellent yachts and fishing boats and are suitable without conversion for a number of commercial purposes.

Their graceful lines, good speed and long cruising radius make their conversion into yachts entirely successful.

Their staunch construction and fine sea-going qualities make them very well suited for fishing boats for deep-sea work and for a number of other useful commercial purposes.

They can be readily converted into seiners, trawlers and cargo boats. With very slight changes they will render fine service as cannery tenders.

These sub-chasers will also make excellent fire boats, pilot boats, motor tow-boats, marine insurance patrol boats, and dispatch boats.

A number have already been sold for use as yachts, fishing boats, fire boats and pilot boats.

One of the best Naval architects in the country has prepared plans for their conversion into yachts and fishing boats, and these plans will be furnished free to all purchasers.

Many of these boats crossed the Atlantic during the war, demonstrating the efficiency and dependability of their power plants as well as attesting their staunch construction and excellent sea-going qualities. They represent an achievement in marine construction as notable as the development of the Liberty engine.

They were built to hunt submarines and for patrol duty during the war. They are no longer required by the NAVY for these purposes and for that reason are to be disposed of immediately. They have been appraised extremely low for quick sale. Prices range from \$5,000 to \$16,000 for boats that originally cost about \$80,000 each.

They can be bought for cash at a liberal discount or on the three-year deferred payment plan. No bids, no delay, no red tape. All boats to be sold at fixed prices; they are berthed at various Navy Yards ready for immediate delivery.

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PATENTED ROADS UPHELD BY BOARD

New Highway Commission Orders Bids Taken on Rahway-Elizabeth Stretch

Trenton, July 29.—The opening move for the substitution of patented pavements instead of solid concrete as New Jersey's system of state highways was driven here by the new Highway Commission confirmed by the Senate yesterday, when Thomas J. Wasser, state highway engineer, was authorized to advertise for bids for about four and a half miles of patented pavement between Rahway and Elizabeth.

This authority was given to Mr. Wasser at the close of a prolonged session, during which the new commission had organized by electing William J. Kirby, of Somerville, as temporary chairman, and re-electing Thomas J. Wasser, of Jersey City, as engineer, and Lee Grover, of this city, as secretary.

Mr. Kirby succeeded George L. Burton, of Middlesex, whose appointment was not confirmed by the Senate yesterday.

In advocating the selection of a temporary chairman only, George Paddock, of Newark, informed the board that Governor Edwards was not satisfied with the reasons which had prompted the Senate to reject Mr. Burton's name and hoped that the senators would reconsider their action when the body again convenes in September.

The objection against Mr. Burton when his name was considered yesterday was that he was solicitor for Warren Bros., manufacturers of the patented type of pavement known as Warrentite.

It has been persistently rumored that the shake-up in the highway commission was due to a powerful movement to secure a road bill for the Warren patents in the construction of the state's \$10,000,000 highway system.

Upon the advice of General George W. Goethals, formerly state engineer, the old commission took a decided stand against patented pavements, adopting the policy of constructing the state highway system on Albany street.

Three have been made in its jurisdiction, so far as the State Highway Commission was directly concerned, although in two instances, one in Morris and one in Middlesex counties, approval was given to the construction of short stretches of highway in which patented materials were used.

This work, however, was done by the counties with the understanding that they would be subsequently reimbursed by the state.

In support of his recommendation for the use of warrentite Mr. Wasser told the board yesterday the stretch of highway between Elizabeth and Rahway, forming an important link in the route between Philadelphia and New York, is almost impassable. He said it would be impossible to construct a new road entirely of concrete before winter sets in, but that this might be accomplished by substituting a bituminous surface on a concrete base.

The board concurred in this view. The commission decided to divide the state into districts, giving each member supervision over a particular district, comprising one or more counties, in all matters not requiring action by the board at large. This is similar to the plan followed by the Civil Service Commission, and is designed to keep the board in closer touch with the details of local work.

The commission finally approved and accepted the Moorestown-Linden pike in Burlington county, which was improved with state aid. The chairman was authorized to sign the final papers, and to there being no guarantees obtainable on shipments of cement, the state highway engineer was authorized to reject bids received by the department recently for stone and gravel to be used on state construction work.

ERA OF SPENDING CAUSED HUGE TAXES
Bankers Here Explain Unprecedented Sum Paid Into Co-fiers of Uncle Sam

Unprecedented money making and spending and special taxes levied by the government were given by banking men as the reason for the record-breaking tax bill, the greatest in its history, collected by the government for the fiscal year ending June 30.

According to Charles S. Calwell, president of the Corn Exchange Bank, the tax levy received by the government for this period, \$5,410,284,874, which official figures represent as an increase of 75 per cent in the taxes paid in either of the war years of 1918 or 1919, is not surprising when it is considered that they represent taxes on business done for the previous fiscal year, that is July 1, 1918, to July 1, 1919.

"This period," said Mr. Calwell, "represents that peak period in the war boom business, the highest in the country's history and, therefore, it is surprising that the tax income figures should be proportionately high. They represent the high point, though, and there is no doubt in my mind that the coming and future years will not approach that mark."

E. Pusey Passmore, president of the Bank of North America and formerly governor of the Federal Reserve Bank, also ascribed the unprecedented business conditions of the last fiscal year as a big factor in the government's enormous tax income.

But in addition he emphasized the enormous income and luxury taxes which the government had levied together with the surcharge or excess taxes charge, which even though it had been reduced in rate was still, by virtue of enormous incomes, vastly increased in sum.

"There never has been a time in the history of the country when there was such an era of reckless spending as there has been through the period on which the last tax was levied," said Mr. Passmore.

"People have gone simply crazy over amusements, the theatre and the movies despite increased prices, from which the government received a 10 per cent tax. Figures show enormous sums spent in these ways. Automobiles, silks and all other commodities which would fall under the luxury tax have been bought in great abundance.

"The fault to be found is not with the high taxes, but the reckless and useless expenditures of the government. To begin with there are 300,000 employees in the government service, when half that number could very well do the work."

"Everything done in Washington, with politics in the background, business men, regardless of political affiliation, feel that the business management of the government since the war has been very poor indeed."

"It is their belief that a Republican victory at the polls in November will bring about a better regime, although even a Cox administration is voted as a better proposition than the one about to close."

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"Can you plan this factory as an adjunct to our present plant, without interfering with the production of the old one?"

"Can you build this factory so that it can be converted at little expense and in short order for other purposes?"

After thoroughly studying these and other problems connected with his manufacture, we submitted our analysis together with a plan.

We proved to this manufacturer that we could build him a plant around his product so that his cost of production would be safeguarded and kept low by the most scientific methods of routing materials, placing of machinery, installation of power, lighting and sprinkling systems.

Our exact and intimate knowledge of this manufacturer's product was the result of our 56 years of experience, during which time we had planned and constructed plants for the manufacture of similar products. That's why we were able to serve him so satisfactorily and economically.

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