

### BRITAIN FAILS TO PROTECT ITS SHIP INTERESTS

#### Measures Taken Sufficient, Declare Owners of Vessels in Ocean Trade

Liverpool, March 23.—The annual report of the Liverpool Steamship Owners Association, which includes practically all the important shipowners in England, emphasizes the seriousness of the shipping situation, and declares squarely that all the measures thus far taken by the government are insufficient. The report insists that state management of shipping has failed and must fail, and expresses the opinion that only the most radical curtailment of imports and similar radical limitation of the amount of tonnage used for military purposes can save the nation from the most serious shortages of food and vital raw materials.

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appointment of a minister charged with the duty of seeing that the mercantile marine is used to the best advantage of the nation and it will render every assistance in its power to that minister. But the problem of providing the nation with its essential supplies of food and raw material is only a part of the shipping problem. The essential factors, the limitation of imports, the amount of tonnage to be devoted to purely military purposes, and the labor shortage, can be dealt with by no one department. They must be faced and dealt with by the whole War Cabinet.

Direct state management of shipping is impossible, says the report. The state is so bad a manager that state control of the nation's tonnage would mean quick starvation. "The association views with grave concern the growing number of British ships placed under state management. The experience of two and a half years of war has shown that under state management there is constant and serious wastage. The conditions under which our overseas supplies are obtained, the voyages made, and cargoes loaded and discharged, are so varying that waste in carrying power can only be checked through the compelling power of commercial pressure—individual profit and loss acting directly on all those concerned whether as traders, shipowners or transport workers.

"The inevitable results of state management have been waste of time, loss of ocean-carrying power, and therefore the imports, if these be reduced by 25 per cent, and upwards, the nation would be faced with immediate shortage of essential supplies, privation and panic prices. Weighed against such perils, the saving of freights, even if cargoes were carried for nothing, is a negligible factor.

"To satisfy military demands since the outbreak of the war, about one-third of the British mercantile marine has been devoted to purely war purposes. One-third of the British mercantile marine has a carrying capacity in ocean trade, in the course of a year, of upwards of 55 million tons weight of imports and exports. It is manifest that if the remaining two-thirds had been utilized only in proportion to the one-third under military control, the nation must have starved long ago.

"It is no reflection on the officials of the state that they have been unable to build up an effective organization. Their task has been an impossible one. They have obtained and welcomed the advice and assistance of business men, but it is idle to imagine that departmental management, either with or without such

help, can ever exercise over hundreds of ships the kind of control which the shipping companies, with their highly trained and specialized staffs, must exercise over tens of ships if the maximum of carrying power is to be obtained.

"Under average conditions a ship spends half her time in port loading and discharging, and thus there is in every voyage the risk of heavy delay. The avoidance of undue waste in these operations is at the root of the effective use of all ship carrying power. To secure this the energy and enterprise of the ship owners and their staffs at home and abroad are taxed to the utmost. There is only one British steamship company that has under its control more than 100 vessels, and among the big British lines the average number of vessels under a single management is about twenty. Among the 'tramps' there are few companies or firms having more than twelve vessels. With this form of management the shipowner is kept in the closest possible touch with each vessel on every voyage, and also with the requirements of the shippers and receivers of the cargo."

#### FIGHTING STRENGTH OF NAVY

In our navy to date we have in commission at best fourteen capital ships, of total fighting value (after the "Jane method" of calculation) of 124 units. Before the beginning of 1916, Germany had completed corresponding capital ships, twenty-one in number, of total fighting value, figured on the same basis, of 189 units. As a matter of fact, the Michigan and North Carolina are so light, so slow, and so weak in gunpower that they are now ranked as second-line ships by Secretary Daniels—leaving us really only twelve capital ships in commission.

The table "Dreadnaughts Building," reveals our small hopes of adding these ships to our fleet quickly enough to be of use in this war. Comment on this table is almost superfluous. Theoretically, here are fifteen additional first-line ships. Practically only three of them can soon be finished; and these were all authorized before the Great War began. The two dreadnaughts which Congress did authorize since the war began—the Tennessee and California—though authorized nearly two years ago, are practically not started yet. Secretary Daniels has given explanations for this incredible delay (he has wanted to build them in navy yards, to keep the "munition makers" from alleged enormous profits, and whatnot), but the bald fact remains that it was his duty to get them built—doubly his duty in these months of national peril—and they are not fairly started yet.—The March World's Work.

### WICKEDEST CITY IN THE WORLD IS NOW MODEL PORT

#### Military Authorities Succeed in Cleaning Out "Sinkhole of the East"

Port Said, Egypt, March 23.—When the war broke out Port Said held the reputation, as indeed it had held from time immemorial, of being the wickedest city from a moral standpoint of any place on the face of the globe. Into this port the fetsam and jetsam of the underworld drifted from all parts of the world, and every type of vice imaginable was represented. But to-day, after thirty months of military rule, the "sinkhole of the world" is a high model city, the iron hand of the army having cleaned it up as no other power could have done. Something of the transformation which has been wrought was told to a correspondent of The Associated Press who has been touring the East.

When the military first took hold of affairs in Port Said gambling, drinking and vice of all sorts was rampant. Letters which were intercepted by the censor showed that traffic in women was thriving. "The most of this has been stopped, military law enabling the authorities to deal with situations over which the civil courts had no control. That street of international notoriety, Rue Babel, so named because of the many languages spoken by its inhabitants, has ceased to thrive as the leader in the world's iniquity. Many of its vice leaders have been sent away from the country; certain forms of vice which could not be eliminated have been restricted, and one can walk the streets without being met by the denizens of the underworld. Even drinking has been limited and it is impossible now to procure intoxicating liquors except between the hours of 1 and 3 in the afternoon and 6 and 9 in the evening.

#### Flogging As Punishment

Flogging is one of the most effective punishments used to meet the situation in Port Said. It is a nursery chastisement that is meted out by the military authorities. What less vigorous punishment would the authorities have sent away from the city, the world suggest, asks Colonel Elgood.

As a result of the measures instituted crime has decreased fifty per cent. The number of deaths from forty per cent, according to the latest figures available. One of the most effective regulations put into force has been the relating to drink. By actually eliminating drunkenness a great stride was made toward the suppression of crime and vice, much of which was the direct result of intoxication. There was a time early in the war when the authorities hesitated to let soldiers take their leave in Port Said, as much trouble resulted. Now, however, hundreds of Tommies are about the city on holiday all the time and are giving the officials no cause for worry.

One of the striking changes is in the lighting of the city, which is now in total darkness at night. The restrictions on lighting were put into effect because of the submarine menace, the lights of the port having furnished a beacon for the under-water boats, but the lack of lights has greatly assisted in the suppression of vice as comparatively few people venture out into the darkened streets.

### Harrisburg Woman to Speak at Charities Meeting

Pittsburgh, Pa., March 23.—Among the Pennsylvanians selected to speak at the 44th annual National Conference on Charities and Correction, to be held here June 6 to 13, to "lay the ax at the root of the tree of social evils" are Roy Smith Wallace, executive secretary of the Seybert Institution, and Dr. Owe Copp, superintendent of the Pennsylvania Hospital, both of Philadelphia; Dr. Henry W. Mitchell, superintendent of the Warren State Hospital; Helen Glenn, state supervisor of the Mothers' Assistant Fund, Harrisburg, and Dr. E. Bosworth McCready, of Pittsburgh.

More than 3,000 delegates are expected from Pennsylvania at the conference and the preliminary program, issued to-day, announces division programs on nine groups, children, community problems, corrections, the family and the community, health, mental hygiene, public charities, rural social problems and social insurance.

#### Preference For Graduate Study in English "Lit" Growing at Princeton

Princeton, N. J., March 23.—A striking increase in the preference for graduate study in English literature and other modern languages as compared to the sciences is noted in the annual report of Dean Andrew F. West of the Princeton Graduate School.

In his formal statement Dean West observes the increasing competition for fellowships in the graduate school, recommends reciprocal relationship between Princeton Seminary and the school and states that the increased cost of food materials was responsible last year for a financial deficit in the school's operating budget.

#### FLOWERY EMBLEMS

Teacher—Now children, can you tell me what are the national flowers of England?  
Class—Roses.  
Teacher—And France?  
Class—Lilies.  
Teacher—And Spain?  
Small voice at the back of the schoolroom—Bullrushes, ma'am!

### First American Zeppelin Object of Keen Interest

Washington, March 23.—With the increasingly tense international situation, the first American "Zeppelin" which the Navy Department is now planning is a subject of keen interest in national capital circles. Rumor has it that the exact measurements and a detail description of the German super-Zeppelin recently brought down in Essex, England, are in the hands of American authorities and that the first American military dirigible may show several features of Germany's latest model, with at least one great American improvement.

This particular German super-Zeppelin was 680 feet long and 72 feet across the beam. With its six 24-horsepower engines, its crew of about twenty-two men, guns and all, it weighed only fifty tons—less than a single twelve-inch gun on an American warship. The secret of Count Zeppelin's success in building this warship of the air so light, engineers say, lay in its skeleton framework, made up of a myriad of aluminum girders and hoops. Wonderful as this is, American engineers say they can go the Germans one better, through secret processes known only to American manufacturers for producing the finest aluminum alloys. These proposed improvements will, it is said, enable America to surpass the German Zeppelin both in speed and carrying power.

#### Finest of Aluminum

The American group of aluminum alloys known as Lynite is to-day the finest aluminum produced anywhere. The development of this alloy has given American manufacturers a big lead over every other nation. It is already used extensively in the motors of leading American automobiles and for many other parts, where, through reduction in weight, it effects an immense saving. Its application to aero motors and to the American "Zeppelin" is a new departure now being observed with interest by such men as Hudson Maxim, Howard Coffin, Admiral Peary and others.

It is said that, owing to this advance made by American manufacturers in aluminum construction, Secretary Daniels has decided not to undertake the construction of the Zeppelin in the Washington navy yard, as first contemplated, but will let the contract to private organizations.

#### OUR PROSPERITY DUE TO WAR

In the two and a half years of the war the United States has changed from a debtor to a creditor nation. Where formerly out of every dollar made in this country a little interest had to be sent to Europe to pay for the money Europe had lent us, now we have not only paid back the debt but we are turning around and interest from Europe. When the war began, as a nation we probably owed Europe 4 or 5 billion dollars, or

\$400 to \$500 a head for each person in the country. Five per cent on five billion dollars is 250 million dollars a year. Something like that is what we have been paying to Europe every year in interest. During the war we

have paid off most of our five billion debt and have lent the Allies four of five billion. It is this money which they have spent here and which accounts for our phenomenal prosperity.—The World's Work For March.



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(See money refund guarantee, which druggists are authorized to give when above prescription is filled.) There is absolutely no risk on your part, so you have everything to gain and nothing to lose. Mothers and sisters are now able to cure their loved ones of this terrible habit with no expense if it fails. If druggists were not confident of success, they could not afford to make such an offer. Have the prescription filled to-day, before you forget it. Note—A leading druggist, when shown the above article, said: "Tescum is a very remarkable remedy for the drink habit. It is harmless, wonderfully effective and is having an enormous sale. I advise everyone who wishes to destroy the liquor habit to give it a trial." It is sold in this city by J. Nelson Clark, and all other first class druggists.—Adv.

### Mention This Advertisement and Save 20% on Jewelry For One Week

About April 1st, we will begin extensive improvements in our store. Before that time we propose to reduce stocks to a minimum. So

### Beginning Tomorrow and Continuing All Next Week, We Will Hold A 20% Discount Sale of Jewelry

in which we will include everything in our store, with the exception of those articles on which manufacturers restrict us to standard prices, and on single stone Diamonds.

With these exceptions, select anything you desire, mention this advertisement, and deduct 20 per cent. one-fifth from price on the original ticket which still remains on each article.

- Toilet Accessories**  
Ladies' Toilet Sets in sterling plated silver, French ivory and ebony, formerly \$4 to \$35; choice, if you mention this ad, \$3.20 to \$26.25  
Military Sets, sterling, plated, French ivory and ebony, formerly \$2 to \$16; choice, if you mention this ad, \$1.60 to \$12.80  
Manicure Sets, formerly \$1.50 to \$12; choice, if you mention this ad, \$1.20 to \$9.60
- Desk, Bureau and Mantle Clocks**  
Desk and Bureau Clocks, formerly \$1.25 to \$7.00; choice, if you mention this ad, \$1 to \$5.60  
Cut Glass  
Bowls, Ceteries, Nappies, Vases, Water Jugs, Glasses, Sugar and Creams, Fert. Dishes, Composites, Lamps, etc., formerly \$1 to \$25; choice, if you mention this ad, 80¢ to \$20
- Plain & Mounted Jewelry**  
Lavalieres, Brooches, Bracelets, Rings, Cuff Links, Scarf Pins, Lockets, Earrings, Watch Chains, etc., formerly 50¢ to \$25; choice, if you mention this ad, 40¢ to \$20
- Watches**  
"The Conqueror," made exclusively for us, in 11, 15 and 17 jewel movements for men, formerly \$12, \$14 and \$16; choice, if you mention this ad, \$9.60, \$11.20, \$12.80  
In 11 and 15-jewel movements, ladies' sizes, formerly \$12 and \$14.50; choice, if you mention this ad, \$9.60 and \$11.60  
Men's and women's watches in 10 and 20 year gold filled cases, including well-known movements, worth \$1.00 to \$7.50; choice, if you mention this ad, 80¢ to \$60
- DIAMONDS**  
Diamond prices on single stones are rising so rapidly, that to be able to buy them at former prices in this sale, represents a saving fully as great as the discount offered on other articles. During the sale, such stones will be offered at former prices.  
Cluster Diamond and Fancy Pieces, ranging in price from \$5 to \$500, choice, if you mention this ad, \$4 to \$400
- Silver Holloware**  
Bread Trays, Tea Sets, Surfers and Creams, Candelabras, etc., formerly \$2 to \$30; choice, if you mention this ad, \$1.60 to \$24
- Bracelet Watches**  
Nickel, silver, gold filled and solid gold, Elgin and other well-known movements, worth \$3 to \$40; choice, if you mention this ad, \$2.40 to \$32.00

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