

GIVES PLAN FOR MERCHANT SHIPS

Hurley Proposes Sale of Government Vessels at Market Prices

New York, March 28.—Private ownership of the great merchant marine which has been built by America under the stimulus of war, with such governmental regulation as would prevent watered stock and assure the use of the vessels on trade routes promoting the general welfare of the nation, was put forward here last night by Chairman Hurley of the Shipping Board, as his plan for the peace-time operation of the government-built fleet. He was speaking before the National Marine League.

Emphasizing the most important reconstruction decision so far reached by any government department, Mr. Hurley said he would have the government sell the new ships at market prices, so the operators could compete with foreign tonnage, and would have the bottoms insured jointly by the government and American companies until the latter developed sufficiently to carry alone the enormous risk on more than one billion dollars worth of property.

Would Bar Aliens

No alien would be permitted to own any stock in any American vessel, and the transfer of vessels to foreign flags would be permitted only by express consent of the government. "American ships for American trade" is the central thought of the plan, which will be submitted to Congress as a basis for legislation.

"We want the initiative and skill of American ship operators, but we want no watered stock," said Mr. Hurley. "We want to avoid the stagnation that sometimes comes from red tape and bureaucracy, but we want no profiteering or exploiting."

"We want the new fleet used for the benefit of the people of the United States and not against their larger interest. We want it used for the development of the nation's commerce, not merely for the development of the private fortunes of ship operators."

A Big Fleet

Comparing the problem of water transportation with the still-unsolved question of railroad management, Mr. Hurley made a plea for public attention to the details proposed for operating a fleet which next year will aggregate 16,732,706 deadweight tons of steel ships, 70 per cent owned by the government. The present fleet includes 555 ocean-going steel cargo vessels of 3,385,475 deadweight tons and contracts have been let for 1,330 similar vessels of 8,275,006 deadweight tons.

"While the war was on, the record of shipbuilding achievement found a quick and ready response from an enthusiastic public," Mr. Hurley said. "There is less glamour and glory in the work of evolving a policy which will keep these ships under the American flag and develop our commerce, but this work touches the life of the nation almost as closely as the emergency shipbuilding program."

"Upon the development of our foreign commerce will depend in a large measure, the prosperity of all the American people, the employment and happiness of labor and the respect of the nations which compete with us."

Several plans were discussed as possible for the operation of the fleet, varying from government ownership and government operation to private ownership and operation. Mr. Hurley announced flat opposition to the former, which would entail permanent establishment of a government operating force with branch offices and agencies in every part of the world, and he also opposed intermediate plans such as government ownership and private operation or ownership by a single private corporation with the government guaranteeing a fixed return on the stock. He outlined the two great arguments in favor of government ownership, that government-owned ships should be the servants of the nation and that in times of emergency a government-owned fleet could be more readily converted to the national defense.

"The chief argument in favor of private ownership and operation," he continued, "is that a successful merchant marine depends not so much on ships, or money, or government aid, as does the existence of a large class of alert, resourceful and energetic men engaged in the shipping business. Mere mechanical efficiency of ship and shore plant, added to sound financial backing, is not enough. The man who enters the shipping business enters a battle against the wits of the world. He must have a genius for shipping. Fortunately the men now engaged in the shipping business in the United States are of that character. But there are not enough of them. We need many more. And it is clear that the number of such men can be greatly increased only under conditions of private initiative."

CONTINUE MAYO CASE

New York, March 28.—Taking of evidence against Virginia St. J. Mayo, a wealthy New Haven manufacturer, who is charged by Mrs. Wilhelmina L. Meyer Mayo with bigamy, was completed in Magistrate's Court here to-day, but Magistrate Grochil continued the case until April 1 to receive briefs from Mayo's counsel and the prosecution.

K. OF C. WILL FIGHT BOLSHEVISM

Head of Order, After Tour of Country, Outlines Plan

New York, March 28.—James A. Flaherty, Supreme Knight of the Knights of Columbus has returned to the East after an extended tour of various K. of C. state jurisdictions which took him as far south as the Mexican border and as far west as San Francisco. Commencing with Maryland and Virginia, he worked westward and southward through Georgia, Texas, Louisiana, New Mexico, Arizona, up to Montana, Nevada, Colorado, Washington, California, and then back to Wyoming, Nebraska, Iowa, Illinois and the east.

The deepest impression received by Mr. Flaherty on his tour is the fact that there is an entire unity of desire on the part of the people of the United States to have industry stabilized into the ways of peace. "Anybody making an intelligent survey of the United States at the present time," he declared, "will find that the end of this war discloses conditions akin to the end of all wars — gratification in victory less accentuated than an eagerness to have things restored to a peace footing."

"The present time is no exception to the rule that an unrest follows in the wake of war, even of victorious war. Fortunately the good sense of the American people insures us against what might be truly termed the turbulent conditions prevailing abroad, even in the countries of our associates in the war. This makes it all the more necessary for us to be on our guard and so carefully and skillfully maneuver the nation from a war to a peace basis that we shall avoid all of the disturbances that would arise with even the slightest mismanagement."

Big Coal Production in West Virginia Fields

Charleston, W. Va., March 28.—Mines of West Virginia produced 80,674,913 gross tons of coal during the fiscal year which ended June 30, 1918, according to figures just issued by the State Department of Mines. While official figures are lacking for the calendar year of 1918, the department estimates that production at about 100,000,000 tons.

Coke production during the fiscal year of 1918 increased 289,408 tons, according to the report, the total being 3,122,722 tons. The production of coal and coke in West Virginia required the services of 91,865 men during 1918, an increase of 3,200 men over 1917. A total of 793 companies operating 1,359 mines, produced the coal and coke, this feature of the report showing increases of 126 companies and 159 mines.

"Cure Your Rupture Like I Cured Mine"

Old Sea Captain Cured His Own Rupture After Doctors Said "Operate or Death."

His Remedy and Book Sent Free.

Captain Collins called the seas for many years; then he sustained a double rupture that soon forced him to bed for years. He tried doctor after doctor and truss after truss. No results. Finally, he was assured that he must either submit to a dangerous and abhorrent operation or die. He did neither. He cured himself instead.



"Fellow Men and Women, You Don't Have To Be Cut Up, and You Don't Have To Be Tortured By Trusses."

Captain Collins made a study of himself, of his condition—and at last he was rewarded by the finding of the method that so quickly made him a well, strong, vigorous and happy man. Anyone can use the same method! It's simple, easy, safe and inexpensive. Every ruptured person in the world should have the Captain Collins book, telling all about how he cured himself, and how anyone may follow the same treatment in their own home without any trouble. The book and medicine are FREE. They will be sent prepaid to any ruptured sufferer who will fill out the below coupon. But send it right away—now—before you put down this paper.

FREE RUPTURE BOOK AND REMEDY COUPON.

Capt. W. A. Collins (Inc.)
Box 210 Watertown, N. Y.

Please send me your FREE Rupture Remedy and Book without any obligation on my part whatever.

Name

Address

"The Live Store"

"Always Reliable"

Doutrichs Spring Announcements

And the good clothes we sell are putting plenty of "snap" in this "Live Store" this season. Ever since we began showing the new Spring models we have been kept busy trying on and fitting the young men who come here for the better made clothes, because we are Style Headquarters for all the good clothes that you hear very much about

Hart Shaffner & Marx, Kuppenheimer & Society Brand Clothes

In addition to getting the "good clothes" we sell, you get the dependable Doutrich Service that everybody is talking about, and that's considerably more than you can get anywhere else, for our guarantee is so far reaching that it's sure to win you as a permanent customer for this "Live Store" If, perchance, you are not already one of our loyal customers.



Society Brand Clothes

The try-out at Doutrichs is no different from the finish, for you will "always" get the same treatment. We have never changed or altered our policy one bit—unless it was to give "You" a little more service, for the customer always gets the benefit of the doubt at Doutrichs—How can we help but succeed. Is it any wonder why our patrons come many miles to get this unattached service, and our greater values made possible through our tremendous buying in immense quantities?

Spring clothes were never so gracefully made as the clothes you will find at this "Live Store"; the waist seam models are certainly making a stir in the clothing section—We are promoters with a definite plan prearranged because we consult the best authorities and then use our own good judgment so as not to buy clothes that look so extreme that they are going to be out of style almost before they are in.

No we never dabble in novelties that will hurt the customer's pocket-book—We want the clothes we sell to remain in style as long as they will wear; and the all-wool clothes we feature wear a long, long while—That's why you get so much more value for your money Here—You get dependable merchandise that we can fully guarantee.

Spring Hats

If you would see the hat business that's "coming our way" you would feel fully satisfied that we are getting the "lion's share"—We can match your new suit with the correct color perfectly. You'll be pleased that Harrisburg has a store with such unusual assortments. This is the store to buy your

"New Stetson Hat"



304 Market Street

Doutrichs

Always Reliable

Harrisburg Pa.

Absolutely No Pain

My latest improved appliance, including an oxygenated air apparatus, makes extracting and all dental work positively painless and is perfectly harmless. (Age no objection.)

Dr. Phillips, Painless Dentist

Full set of teeth \$25.00
Gold fillings \$1.00
Fillings in silver alloy \$1.00
Gold crowns and bridge work \$3.00
22K gold crowns \$2.00
Office open daily 8.30 to 9.30 p.m. Sunday, Monday and Saturday, till 11.00 a.m.

DR. PHILLIPS D.D.S.

EXAMINATION FREE

Registered Graduate Academic

320 Market St.
(Over the Hub)
HARRISBURG, PA. It didn't hurt a bit