

SEEK MORE PAY IN NAVY BECAUSE OF RESIGNATIONS

Younger Officers Say They Cannot Live on Wages; Efficiency Threatened

By Associated Press. Washington, Aug. 21.—With the resignations of more than 300 permanent officers of the regular navy submitted to the department and more arriving daily, acting Secretary Roosevelt to-day began work on proposed legislation to be submitted to Congress suggesting substantial pay increases for officers and enlisted men of the navy and marine corps. Present pay tables became effective in 1908 and have not been revised upward since, although civilian pay has increased substantially in almost every branch of work.

Efficiency Threatened. High ranking officers who have given careful study to the situation believe the efficiency of the navy is seriously threatened. Most of the resignations have come from the younger officers in the lower grades, the men to whom the country looks for the leadership of its sea forces in the years to come. These officers, receiving from \$1,700 to \$3,000 a year, most of them Annapolis graduates capable of earning much higher salaries in civilian life, say they find it impossible to support their families on their pay. In this connection one rear admiral called attention to the many classes of ordinary labor in civilian life who earn larger salaries than do naval officers who are responsible daily for many lives and thousands of dollars worth of government property.

To Delay Action. For the present, Acting Secretary Roosevelt said to-day, no action will be taken on the resignations now on file pending attempts to readjust the pay tables. Already short nearly 2,000 officers on the basis of the navy's peace time strength, Mr. Roosevelt said that unless the salary decision is obtained the navy faces the awkward choice of retaining a large number of officers against their will, with subsequent discontent and dissatisfaction, or accepting the resignations. Annapolis graduates have been trained at a government expense of more than \$20,000 each, he said, and even though other candidates might be obtained in the future to take their places, it would take years to train them.

More Than in 30 Years. More resignations are now on file than had been received from the entire regular navy in the last thirty years. Since 1898 the average has been seven a year. Among resignations now awaiting action are those of more than 75 officers of the line, 191 doctors, 25 chaplains, a score of supply officers and nine naval constructors. Mr. Roosevelt said a similar condition of low salaries applied to warrant officers, noncommissioned officers and enlisted men and that only legislative action can solve the problem. He expects to submit recommendations to Congress next week.

CAPITOL PARK TO BE SURVEYED FOR NEW PLANT

Widening of Walnut Street May Be Undertaken at Once

The Board of Grounds and Buildings has ordered a survey of the Capitol grounds for the purpose of finding out the best location for a new electric light, heat and power plant. The old steam heat and electric plant will not answer the purposes of a larger park and additional public buildings. The Board also will look into the question of buying light and heat from the Harrisburg Light and Power Company, and will have a comparison of costs made. The survey will also include the lines of new water mains and sewers in the enlarged park.

Will Save a Salary. The Board has authorized Greiner and Company, of Baltimore, the consulting experts on the Memorial bridge, to select a resident engineer on the building and it is likely that W. E. Perrine, already chosen as resident engineer for the bridge will also take over the engineering duties on the building. This will save the State considerable money by placing supervision of the two undertakings in the hands of the Board's resident engineer.

May Widen Street. It is very likely that steps will be taken immediately by the State for the widening of Walnut street, although nothing definite has been decided upon. Members of the Board feel that it will take but a short time to take down the trees along the present curb line and increase the street space by adding the present width of the pavement. No immediate action will be taken on widening Third street until the State has finished the work which will close Fourth street, and is ready to go ahead with the terracing and improvement of the Third street front of the Capitol. It is felt that by making the Walnut street improvement, traffic conditions during the construction in the Capitol Park zone will be materially benefited and that this work is one of the first projects of the big improvements that should be undertaken. Final decision on the improvements will likely be taken at the September meeting of the board.

U. S. Will Not Recognize Tinoco Constitution. Washington, Aug. 21.—President Juan Bautista Tinoco of Costa Rica, successor to Frederick Tinoco, has been notified by the American Government that the validity of Tinoco's constitution or any government action taken in the Tinoco revolution would not be recognized by the United States.

Ex-President Gonzales has been informed by the State Department of this action. He has been in Washington since his overthrow by Tinoco. It was stated here to-day officially that American citizens had been implicated in the Tinoco revolution. The State Department was said to have letters written by American conspirators telling of their investments with the Tinoco faction.

Winners of State Medals



Here are some of the winners in the school children's contest for the best drawings in the anti-fly campaign, and the posters which they made. Yesterday afternoon in the Senate caucus room Commissioner of Health Dr. Edward Martin awarded medals to the prizewinners. About seventy-five boys and girls who participated, together with many of the parents, were present. Placed about the large room were scores of drawings showing the danger of the fly as a disease carrier.

In the group above are: Top row, Mildred Manahan, on the left, and Mearlean Simms, daughter of A. J. Simms, 1919 North Second street, on the right; bottom row, left to right, Ruth Cless, Ida Gross and Mildred Bogar.

At the meeting yesterday afternoon Dr. E. Downes, city school superintendent, complimented the boys and girls for the splendid work they had done, and Dr. J. George Beckwith, of the Department of Public Instruction, added his congratulations. The large posters will be in anti-fly campaigns.

Other prizewinners were Harriet Witman, Dorothy Myers, and Mable Detting. One of the large drawings which won the prize among the High school contestants was that of a small baby crying because of the dozens of flies crawling over his face and over the bottle of milk beside him. Others showed flies going from garbage cans to dishes of food, from the sick room to the dining table and similar thoughts to show the danger of not killing the pests.

Two Suits Brought Against Traction Co. Two damage suits were filed by the National Biscuit Company against the Harrisburg Railway Company, the former asking \$536 in one case and \$787 in another.

In the statement filed in one case it is claimed that July 18, 1918, at Middletown, a long rail extending beyond the end of a flat car, struck a team owned by the biscuit company, at Catherine and Main streets, when the car rounded the corner, killing the driver, E. W. Fry, and damaging the wagon and horses. In this suit \$536 in damages are claimed.

The second accident occurred at Highspire, in October, 1918, when it is alleged a trolley car struck a team owned by the biscuit company, and a verdict of \$787 is sought in suit resulting from the collision.

EXPLOSION DAMAGES SHIP Rio Janeiro, Brazil, Wednesday, Aug. 21.—An explosion from an undetermined cause occurred to-day aboard the American steamer Mohegan, which was discharging its cargo. The vessel and the cargo were damaged \$250,000. The Mohegan's home port is New London, Conn.

TAMPED WITH EXPLOSIVES. Washington, Aug. 21.—The explosion at the Raritan arsenal on August 4, resulting in the death of seven persons, was caused by an employ tampering with explosive material, according to the report of a special board of inquiry, made public to-day by Secretary Baker.

"POLL" TAX MUST BE PAID COUNTY. Levy Is Made on Every Male, Regardless of Property Holdings. Because of the inquiries being made about the assessment of 45 cents as a county occupation, or "poll" tax as it is generally known, the county commissioners to-day explained that every male resident of the city and county, 21 years of age and over, according to law must pay this tax, whether or not he owns property.

In the majority of cases the assessor in the various wards assess each male resident \$100, on which each year a tax is due the county at the mill rate fixed for that year by the county commissioners. For 1919 the tax rate is four and one-half mills, and the occupation or "poll" tax is 45 cents. A person with no own property, upon the payment of this tax, are entitled to vote. Property owners in addition to paying the usual tax on the houses and ground they own, are assessed the "poll" tax also. In some instances assessors add from \$150 to \$200 for certain occupations known to pay much higher salaries than the majority of men earn at trade.

According to the provisions of an act passed by the Legislature at the recent session, soldiers, sailors or marines, may pay a tax of ten cents to the tax collectors, if they have not been assessed in the usual way, and may use that tax receipt to register in order to vote in September and in November.

County Solicitor Philip S. Moyer said to-day that he understood a ruling would be given by the Attorney General explaining in full the procedure under this act. Registration days in Harrisburg are August 28, September 2 and 13.

More Important to Lower Prices Than Protect Markets, Bland Says. Paris, Wednesday, Aug. 20.—Congressman Oscar E. Bland, of Indiana, a member of the war expenditures investigating committee, which is here examining records pertaining to the liquidation of the affairs of the American Army in France, said to-day that he felt it was more important to lower the cost of living for the American public than to endeavor to protect market prices and prevent the market from breaking. He said the pressure brought to bear by American dealers and manufacturers in an effort to prevent the return of war supplies from France to America were objectionable to him adding that "when Americans go badly need shoes, it seems strange that so many good shoes should be sold cheaply to Belgium and other European countries, American workmen, meanwhile, being forced to pay higher prices in the United States." He said the same was true as to trucks and motor cars needed in America.

Calculations of Prince on Floating Mines Correct. Paris, Wednesday, Aug. 20.—Calculations by the Prince of Monaco on the direction in which floating mines were drifting in the Atlantic have been confirmed as accurate by the director of the Meteorological Service of the Azores in a letter published here.

His map shows the mines have spread to the north, south and southwest of the Azores and are floating toward the coasts of England, France and Spain. Navigating directions given by the Prince of Monaco were said to be the safest now available for the Atlantic.

NEW YORK SELLING FOOD. New York, Aug. 21.—Supplies of Army foodstuffs were placed on sale to-day at 58 public schools throughout the city under the direction of the Department of Markets. Figuring on a population of 6,500,000, officials estimated that there will be available 15.44 pounds of food for every resident.

EAGLES CHOOSE SYRACUSE. New Haven, Aug. 21.—The Grand Aerie, Fraternal Order of Eagles, at its session here to-day, chose Syracuse, N. Y., for next year's convention.

RAPS HECKLING OF U. S. BUSINESS BY GOVERNMENT

Tendency Toward Assumed Control of Enterprise Is Branded as Socialistic

Washington, Aug. 21.—An attack on governmental tendency toward assumed control of business enterprises, with especial reference to proposed legislation for supervision of the packing industry, was made to-day by Senator Fernald, of Maine, speaking in the Senate. Stamping the Kenyon and Kendrick bills, vehicles of the packer regulation now under discussion as examples of "stifling, throttling legislation," he declared his opposition to them said they were extensions of the policy which had failed in the transportation and communication industries and predicted that the public would suffer from higher costs and poorer service should they be enacted. "I cannot believe the Senate of the United States feels after the experience we have had with Government control of railroads, telegraph and telephone lines that the policy should be continued," he said. "It would certainly lead to chaos and commercial bankruptcy. In behalf of the business men of the country, those who have had as much to do with making our country great as any other class of citizen, I want to protest here and now against this proposed legislation. It is filled with danger to our institutions and our system of government. It is socialistic in its un-American and it should be defeated."

Defending the packers, he said their business had to be conducted in large units in order to be economical. Their development of the refrigerator cars and ownership of stockyards, like their utilization of animal byproducts, constituted valuable service, he declared. He attacked the Federal Trade Commission for "questionable methods in its investigation and report on the packers, and said that it had very largely lost sight of its functions to aid and guide business."

"The Commission," he asserted, failed to get any evidence of combination. It is only by unfair methods, by misinterpretations and misstatement of facts that it was able to come to the conclusion that there is a combination in restraint of trade. This report so far as I have been able to investigate it, contains no evidence of monopoly. I am reliably informed that the Commission in some instances actually used such parts of telegrams taken from the files of the packers as appeared to bear out its case, omitting items from the same telegrams which are not useful evidence to the Commission. Federal Trade Commission, in place of co-operating and being of some assistance has, and is now, bringing, harrasing and harracking American business interests."

Grocers Complain Unjustified. If there is any unfair competition or monopoly or any practices in trading that are not on the square, the Clayton anti-trust law and the Federal Trade Commission law give ample power to suppress such illegal operations. Complaints of wholesale grocers

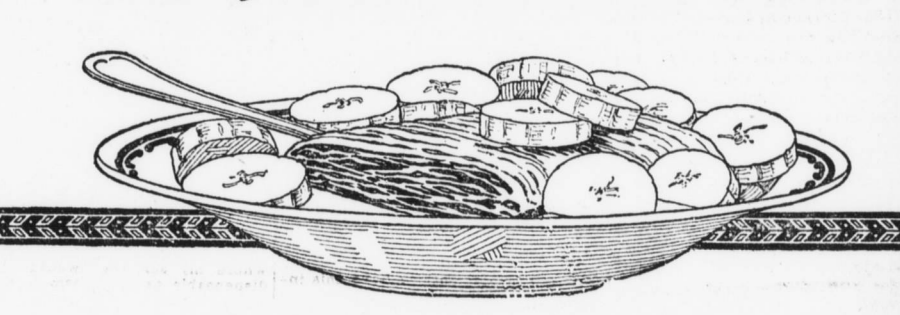
that the packers were entering their field in the sale of perishable foods, he classed as unjustified, with the remark that the complaint might be made against the grocers for handling drugs, hardware and other goods out of their line. "It is unthinkable that Congress should give the Government power to say," he asserted, "what products a concern may or may not handle, as it would be able to do under proposed legislation. Instead of attempting to make a big business little, let us all pull together to make little business big. Remove the shackles some are attempting to place on the business interests of the country. Give them a fair field. Let each work out in his own way the great industrial problems before us."

Charles A. Tress Is Out of the Race. Charles A. Tress, who filed Republican nomination papers for supervisor of the First city district to-day withdrew them at the office of the County Commissioners. He was the first candidate to withdraw nominating petitions. Because City Clerk H. Ross Seaman did not certify to the County Commissioners that the office of supervisor was to be filled, it is not believed that it will be included on the ballots. George W. Kautz filed both Republican and Democratic papers for nomination as supervisor in the Second district.

PREMIER RETURNS. Paris, Aug. 21.—Premier Clemenceau returned to Paris to-day from his vacation in La Vendee. The week's rest apparently had been of great benefit to the aged statesman's health.

THE CRAVING FOR MEAT

is not a natural craving. Man is mostly herbivorous. Less meat and more cereals mean better health, higher efficiency, longer life. Shredded Wheat Biscuit is a real whole wheat food—contains more real, digestible nutriment than meat or eggs and costs much less. The crisp and tasty goodness of the baked whole wheat is a joy to the palate. Two or three of these Biscuits with milk or cream, or sliced bananas, peaches or other fruits, make a nourishing, satisfying meal, at a cost of a few cents.



Advertisement for HOLSUM bread. Buy the Big loaf - it made better bread possible. DURING the past few years, we've put thousands and thousands of dollars into new equipment for converting the finest of materials into the best bread it is possible to make. But one thing held us back. The public was educated to buying bread in small loaves. It's a well known fact that a small loaf is not as good as the larger loaf from the same dough. The increasing demand for the big loaf has made possible the wonderful quality you get in the big loaf of HOLSUM. Try HOLSUM laying aside every prejudice of the past regarding baker's bread. You'll find in it an enjoyment you haven't known for years— "Takes You Back to Younger Days" Buy the Big Loaf for Quality and Economy. Schmidt's Bakery THE HOME OF HOLSUM. 1916

Advertisement for Essex Motor Cars. Note How the Essex Proves Endurance. In Speed, Hill Climbing, Comfort and Reliability It Has Won 10,000 Owners. The 10,000 Essex cars already in service have been so distributed that every community now knows their distinctive performance. Here for instance are people who have had wide motor car experience. They will tell you how they esteem the Essex. Its economy of operation and the fact that practically no attention is required to keep it in prime operation appeals to all. As For Its Performance. If you haven't ridden in the Essex take the first opportunity to do so. Come to us and we will give you the same kind of demonstration that has caused thousands to acknowledge Essex supremacy. Watch the way in which Essex cars perform on the road. If it is at a street crossing when traffic is signaled to go ahead, observe how quickly the Essex jumps to the lead. The only car that beats it is another Essex with a better driver. If you are on a narrow country road where an Essex signals its intention to pass another car, you will see how easy with its acceleration it can jump to the lead. And It Will Do That Whenever Called On. Essex performance is acknowledged by everyone. No one classes it with any but the largest and more costly cars—never with cars of its weight or price class. Now that thousands of Essex cars have been driven more miles than is usually rolled up in a season by the average automobile, owners are realizing Essex endurance. That is why they tell you about the small upkeep expense of the Essex. They tell you about the way in which it retains its power and wanted qualities even after the hardest service. In every endurance run entered, the Essex has made perfect scores. Such Is the Car You Should Have. It gives dependable service. It is the new day car, the type to which all moderate priced cars must come, for in addition to light weight and low operating cost, men now demand performance, luxury, comfort and endurance. The Essex is easy to drive. It turns in a short radius. It steers easily. It can be parked in spaces too small for the average car. It has many qualities you will like. Ask yourself what car is so modern, what is the type of the future, what light car can match its performance. It is exclusive in many particulars and no other car built has all the features of the Essex. \$1595 f. o. b. Detroit. Gomery-Schwartz Motor Car Co. Harrisburg, Pa. Salesrooms 116 Market St. Service Station Court and Cranberry Sts.