

HOLLAND'S INSECURE POSITION IS DESCRIBED IN ORANGE BOOK

Difficulties That Are Netherlands' Because Of Its Geographical Location, Many and Various—Tells of the Struggle to Maintain Neutrality.

The Hague, via London, July 26.—The long expected Orange Book, covering the period from October, 1915, to July of the present year, was issued today. It vividly illustrates the difficulties with which Holland has had to deal, owing to her geographical situation between the belligerents. The record shows that disputes have arisen now with Germany and now with Great Britain the progress of which was followed with the deepest interest, not unmixed with anxiety, by the entire Dutch nation.

The Orange Book has been delayed for months in the hope that some settlement of the questions at issue would be reached, but several matters are still in suspense, it says, and some apparently in hopeless deadlock. The principal of the matters is the sinking of the Dutch liner Tubantia which is at the same time the subject of a dispute which has been pending since June 9, when, on the ground of elaborate technical evidence, Germany declared the incident closed, that no German warship had sunk the Tubantia and insisted that it was likely that a torpedo which had been previously fired at a British warship had remained afloat and come in contact with the liner.

To this portion of the Orange Book a note by the Dutch government adds that Holland maintains its previous attitude that a German torpedo which had been fired at the Tubantia was not the property of the Dutch government and that the government has determined to leave nothing undone to obtain additional light on the matter and has asked further information from Germany with which confidential conversations are now proceeding.

Another case dealt with is that of the destruction in April by a German submarine of the Dutch steamer Berkelstroom. Holland sharply demanded full reparation for this act and especially protested against the German submarine commander's alleged utterance that all goods bound for England were contraband and all ships bound for England would be sent to the bottom.

Germany on July 9 justified the sinking of the Berkelstroom but informed the owners of the cargo on board the steamer to make the claim for the Hamburg prize court. Germany stated that the submarine commander had the words complained of declaring they were "entirely contrary to the instructions of the German admiralty."

Holland on July 15, however, complained that the ship's papers had not been sufficiently examined and maintained that the destruction of the Berkelstroom was illegal.

The Orange Book says that answers are still expected from Germany as to whether the explosion on the Holland-American line freighter Eemdiik while bound from Rotterdam for Rotterdam, and on the Dutch steamer Rindix while bound from Portland, Me., for Rotterdam, were caused by German torpedoes.

The Orange Book disputes with Great Britain and France concerning orders in council of October 20 and March 30, and the French equivalent of the decrees mainly on the principle of the interruption of the nationality of merchantmen, which Holland maintains is established by her flag—a case in point being the Dutch steamer Hamaborn, which was seized by a British ship and taken to Halifax while proceeding from New York to Cuba last year. The steamer at the time was under charter to an American company. Holland maintains her protest against the seizure and subsequent requisition of the steamer by the British admiralty as contrary to the law of nations "which already had been disregarded in previous instances by Great Britain and France."

Holland also protested according to the Orange Book against British seizure of postal cards on neutral ships up to June 16, when Holland in a note declared that Great Britain's alleged evidence of enemy origin or destination could not be proved. Great Britain referred to correspondence with the United States these points, to which Holland in reply stated she could not consider arguments with a third power.

Regarding the detention of letters Holland adopts the standpoint of the United States, that although Great Britain consented to facilitate the handling of postal cards and documents if placed in separate mail bags, Holland still maintains the principle that the detention of mails is illegal.

In conclusion the Orange Book says the government of South Africa offered Holland, not as an act of legal liability but as an act of grace, to compensate her for the destruction of Dutch consuls in Durban during the riots of May 13, 1915. Holland refused to accept compensation under such conditions.

CONNECTICUT SOLDIERS AT NOGALES, USE COFFEE FOR THEIR DAILY SHAVING LATHER

Water Is Conserved for Drinking Or Washing and Men Often Go Thirsty Through Hot Days.

The variety which that dear Nogahlez is capable of furnishing for our boys erstwhile of the effete East, is strikingly shown in the latest edition which has been issued in the new camp of the Connecticut regiments, where everything was to have been so homelike and comfy. The change to the new camp was made because an inconsiderable thunder shower from the East, which had contracted elements before it reached Nogahlez, flooded the former camp and drowned it under six feet of swirling torrent. That was a few days ago.

Now just to show what it can do in the line of quick changes, and least of all in a climate that has absorbed all the aqua pura in sight, and the boys walk around with their little red towels hanging out wondering how they ever managed to grow so contemptuous of the precious fluid when they were back home. There is really a water famine in the camp, to judge from the reports that are now coming in.

Here is the way conditions are described by one eye witness: "The heat is all the harder to bear because of the lack of water in the camp, either for drinking or washing purposes. On an occasional day there is water at all flowing, and then it only runs a minute or two at intervals of an hour or more."

Sitting in your nice, cool office with the electric fan bathing your comfortable carcass in cooling zephyrs, and when you get all through have it arranged with someone to bring in a half glass of rusty-looking water, so that you may quench your thirst. Then come back and read again about the water and heat at Camp Holcomb. Maybe you will appreciate it. Or if that doesn't quite do the trick get up to-morrow morning and drain the coffee pot into your shaving mug before getting busy with the old face scraper. When you get through ask yourself: "Was that lather better than the one I got with that clean hot water?" "Is that the best shave I could give myself?" You will, of course, answer both questions in the emphatic negative register. Just about that time, before your hot-night groch has been driven out of your system by some hot coffee taken in the regular manner, read this written by one of the boys at camp: "To-day is Sunday and is known as a day of rest. We are in our new camp and being short of water some of the boys found it difficult to get water to shave with. Just to show that it is not always necessary to have water to use in shaving many of the boys used their coffee to make a lather, it being softer than the water we have down here." After that, if you cannot find it in your heart to sympathize with the lads at the border you will probably show your true nature by walking out and hitting some poor offensive bull dog on the hind leg.

In the words of the prophet: "Sum git theah reward awn this heah inkwus appear, an sum git hit in heven." The boys at the border are to get theirs in Heaven, it seems, while we are getting our here. Some of us, however, may lay up a heavenly reward by shipping a few lemons, oranges, or anything else that may be used in making thirst quenching beverages, to the lads whose condition reminds one of the close of Kipling's "Gunga Din." There are no "red hot" in Nogales, but Arizona can always offer something "just as good" and your gift is sure to bring the boys back shouting: "You're a better man than I am."

Other than a few little matters of this sort everything at Nogales is in the most pleasing condition. All the soldiers that are expected for the present now in camp and work has settled down to a routine. Getting used to the climate is the main ambition of all just now, but as soon as that has been reasonably accomplished there will be more strenuous drilling on the list of the day's events. The general belief of the men is that while there is to be no trouble with Mexico the government now that it has raised the army, is not going to let it disband until it has managed to give it some good training. At least seven months is looked forward to by the majority of the men. By that time they will be real soldiers to a large extent, and be fully acclimated and ready for whatever breaks.

It is realized that with all the troops out of the state the "drawing power" has been sapped from recruiting efforts. To counteract this condition many new stunts will be worked by the new recruiting band, it is understood among which will be frequent public appearances. The stations established in this campaign will be entirely separate from the regular recruiting stations, and are employed to receive men wishing to join the National Guard. All men when accepted will be sent to Fort Wright, Fisher's Island, for the army examination and will be shipped from there to Nogales or Tobyhanna.

According to the orders of Adj. Gen. Cole stations are to be established in Waterbury, Hartford, New London, Torrington, Norwalk and Bridgeport. Later other places will be visited. According to orders these stations are to be opened to-day or tomorrow.

DORNER RECOVERING.

As it has been ascertained by surgeons at the Bridgeport hospital, that Frank Dorner, of 25 East Main street, the lineman who was thrown from a telegraph pole at William street and Barnum avenue when it snapped yesterday morning, has not a fractured skull his recovery is expected. He was resting comfortably today and his injuries consist of body bruises and lacerations.

AMERICA WINS LEADERSHIP IN SHIP BUILDING

After 50 years of stagnation and decline, the American merchant marine has turned at last to the dawn of restoration. Here are some of the significant and infallible signs:

Under the American ship registry act of 1914, which removed the restrictions as to the country of a ship's construction, there have been added to American registry in overseas countries 134 vessels of 622,071 gross tons, which now carry American commerce under the American flag.

On July 1, 1916, American registry of ocean merchantmen covered, in round numbers, 2,100,000 vessel tons, as compared with 932,000 on the same date in 1912—an increase of 124 per cent. in four years.

Tonnage Now Building. On July 1, moreover, there were building in American shipyards steel merchantmen of 1,240,000 tons, as compared with 271,000 tons on the same date in 1912. In this case, the increase is over 350 per cent. Prospecies of timid Republicans, that American shipyards are blown to the winds. As against 1,240,000 steel tonnage under construction in American yards on July 1, the record construction of Germany was 320,000 in 1914; and while the United Kingdom has reduced a greater tonnage, its construction last year was 650,919 tons.

The United States in 1916 stands, for the first time in its history, as the foremost shipbuilding country in the world.

Will Retain Position

There are three reasons why America will retain this position. First, the United States is the greatest producer of steel in the world—manufacturing more than the United Kingdom and Germany combined—and the price of American ship plates is lower than in Great Britain, our chief competitor. Second, the United States is closely analogous to two industries in which Americans have easily stood at the forefront in years, namely, steel bridge building and locomotive construction. We are now building steel ships for all comers, just as formerly we have built bridges and locomotives for the world.

Record of Ports and Cargoes.

The above facts may be verified in the official records of the United States Commissioner of Navigation. We have now to see how the story of the ports and cargoes, as contained in the commerce statistics of the Foreign Trade Division of the United States Department of Commerce, tallies with the record of navigation registry and the shipyards.

From 1901 to 1912, under Republican navigation and tariff laws, only 8 per cent. to 8 per cent. of the domestic exports of the United States was carried in American vessels.

For the fiscal year ending June 30, 1916, this percentage is increased to 13 per cent.—a gain of 75 per cent. to 100 per cent.

In 1912, American imports carried in American vessels amounted to 11 per cent. of the total. For the fiscal year ending June 30, 1916, this percentage rises to 22 per cent.—or just double the 1912 record.

Total American vessel tonnage entering our ports engaged in foreign trade during the fiscal year just closed reaches 18,000,000 tons, against 11,257,000 four years ago. The vessel tonnage increase is therefore 60 per cent, while the cargo increase of these vessels is 100 per cent, which indicates that under the present commercial prosperity and greater freedom from restrictive tariff and navigation laws, the vessels are getting heavier cargoes.

Government Shipping Act.

The passage of the shipping act, which places \$50,000,000 under a Federal board of shipping experts for development of a merchant marine through co-operation with private shipping interests, is the keystone to the arch which insures stability to the entire shipping organization of the country. It means for our shipping interests that which the Federal Reserve act means for banking, the Interstate Commerce Commission for rail transportation, the Commerce Department for the foreign trade, and the Federal Trade Commission for industrial organization. It places the Government behind American shipping for a campaign of mobilized efficiency, and with expert supervision and a Federal appropriation that will deliver the goods.

THE HEALTH OF IMMIGRANTS

People familiar with alien life in this country remark on the pathetic physical decline that they so often undergo. They come over here robust animals, in buoyant health gained by work in the fields or mines. Many live in congested and unsanitary tenements. Those that work on farms fare better, but may not have the food they need.

They haven't the least idea of conserving their health in the new surroundings. The majority work in poorly ventilated mills or mines. Many live in congested and unsanitary tenements. Those that work on farms fare better, but may not have the food they need.

At home they had an abundance of cheap farm products. In this country they find prices relatively high. Intensely ambitious to save money and return to the Fatherland when the war is over, they deny themselves nourishing meat and fresh vegetables. They seek consolation for hours of toil in revelries peculiar to their race, and indulge immoderately in strong coffee and cigarettes.

The children of these people fare still worse. They early learn the taste of candy, ice cream and coffee, which the parents feed out freely to keep the youngsters still. If they fall sick, a doctor may not be called until the rigor of death has set in. Then he is blamed for failing to save the child.

There is great need for the instruction for these people in their own tongue on health and sanitation. It would not be difficult or costly to

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TEUTONS CLAIM TO BE BUILDING GREATEST SHIP

Germany Constructing Tremendous Merchant Fleet, Says Ballin.

The Hague, July 27.—That Germany is building a tremendous merchant fleet, including the largest ship in the world, was declared by Herr Ballin, general manager of the Hamburg-American Line, in an interview with the Frankfurter Zeitung.

The ship referred to is the Bismarck, of 56,000 tons, being constructed for the Hamburg-American Line. There is also the turbine ship, Tirpitz, of 32,000 tons under way, and the list also included three others of 22,000 tons. At the Vulcan Yards, Bremen, nine ships are building, four of them having a carrying capacity of 25,000 tons, these being the world's greatest freight steamers.

In addition, Herr Ballin, continued, three big liners are under way at the Hensburg yard. Two more steamers of 15,000 tons and three larger passenger freight steamers are being constructed. Two cargo ships of 17,000 tons each are being constructed especially for the Panama Canal trade at the Tecklenburg yards at Geestemuende. The North German Lloyd is building at Dantzig two fast liners of 35,000 tons, the Columbus and the Hindenburg. These are to be speedy, designed to do the route between the Continent and New York. The same company is building to give other ships of 12,000 tons, the Munchen and the Zeppelin, of 16,000 tons each. The Bremen-Africa Line is constructing six steamers, the Hansa Line eight, and the Cosma-Line ten, ranging from 9,000 to 13,000 tons.

REMINGTON CO. WONT AID GUARDSMEN'S KIN

Through Assistant Treasurer Many at its New York offices the Remington Arms Union set out to announce that it will not pay employees who have been called to the colors through the National Guard mobilization. About 2,000 men are affected by this announcement. This is the only large manufacturing in Connecticut which has refused to at least make up to its employees the difference between the guardsmen's pay and the wages received at regular employment. Capt. C. Kraft, member of the auxiliary relief committee for the New York National Guard, applied to the company on behalf of a member of the Twenty-third New York Infantry and received the above reply.

Fish—Tilfish, codfish, Block Island swordfish, shore haddock, porgies, fresh mackerel, sea cat, blue round, salmon in shell, pink salmon, shad, red salmon, tunafish, butterfish, market cod, weakfish, opened long clams, steamed, Bonita mackerel, wet and dry shrimp, prime soft shell crabs, Eye lobsters, perch, clams, whitefish, pickled, Meat—Legs of spring lamb, legs of young mutton, good chuck roasts of beef, good pot roasts of beef, lean fresh shoulders, lean fresh hams, stewing fowl, choice fowl, fresh killed ducks, fancy roasting chickens, native dressed broilers, turkeys, native squab, Guinea quab, Guinea hens, Fruits—Fancy Georgia peaches, Bartlett pears, pineapples, Valencia oranges. Bridgeport Public Market and Branch, State and Bank street, East Main street, Phone—Adv.

CHINESE NEED MENCAPABLE OF SAYING "NO"

Official Tells Boxer Indemnity School Graduates of Opportunity.

Peking, July 27.—Thirty-one young men were graduated this year from the Peking Hsin College, an institution maintained with the Boxer indemnity money refunded to China by the United States, and they will leave for America in a few weeks to enter various colleges and universities in that country.

Paul S. Reinsch, the American Minister, Tsao Ju-shih, the acting minister for foreign affairs and C. C. Wang, of the Board of Communications, who was educated in America, addressed the young graduates.

Mr. Reinsch drew a distinction between the old style of learning and the new style. He said the day is passing when a scholar seeks distinction and wealth for himself. The man who has true learning now realizes his responsibility to serve others and turn his knowledge to practical use for the betterment of his own country and all mankind. Mr. Reinsch said this is an age when action and real service to the general public are expected from educated men. He congratulated the graduates on finishing their preparatory course, and extended them a hearty welcome to the educational institutions of America.

MANY TOWNS SEEKING TO BE CHOSEN FOR TUBERCULOSIS TESTS

New York, July 27.—More than 50 towns and villages in Massachusetts and New York have been suggested as possible places for an experiment to be conducted by the National Association for the prevention of tuberculosis at an estimated cost of \$100,000. In making this announcement today the association says that intense rivalry is being exhibited by the candidates and that among those which are being "considered carefully" are Johnston, Patchogue in New York, and Framingham, Winchendon and Norwood in Massachusetts.

The purpose of the experiment is to determine the absolute worth of the various methods usually employed in fighting tuberculosis. The experiment was in charge of Dr. Walter B. Arnold and Dr. R. Baldwin of Saranac Lake, N. Y.

CROSSLLEY—REYNOLDS.

Mr. Edmond Crossley and Miss Catherine Reynolds were married Tuesday night at 7 o'clock by St. Charles R. C. church. The bride wore a gown of grey tulle with hat to match and carried a shower bouquet of white roses and lilies of the valley. The couple were attended by Miss Amanda Hart, who wore a pink tulle gown and carried Killarney roses, and Mr. Edward Griffin. A reception followed the ceremony and the couple left Bridgeport on the 9:51 train Tuesday evening, for Atlantic City, where they are spending the honeymoon.