

## ADVERSE OPINION IN DUTCH CHAMBER

MEMBERS ARE BITTER IN VIEWS  
CONCERNING TAKING OVER  
OF SHIPS.

By Associated Press.

LONDON, March 20.—The Beaufort correspondent at The Hague says that the second chamber today defeated the shipping question, and the Dutch premier, Dr. London, in a further statement explained that his government had first intended to resist the associate powers' demands, and only arrived at the present decision out of consideration for the imperative interests of provisioning the country, providing for materials for industries, and with regard for the interests of the fleet and the colonies.

The government itself, said the premier, must bear the responsibility for the decision which could not be transferred to the parliament. The ministers only regretted that they had not previously consulted the party leaders of the house.

Surveying the course of the negotiations, Dr. London emphasized the necessity of Holland saving her merchant fleet, which was vital for the colonists, and taking care that it was not driven from the eastern seas. Obviously, he continued, once the Dutch ships would oppose their sailing, and he concluded by announcing that when Germany demanded an exchange of vessels the Dutch government immediately notified the American government that it would be impossible for her to provide vessels for the Belgian relief service.

The speakers who followed the senior expressed dissatisfaction with the conduct of the negotiations, but were most bitter against the associated government.

By acting as we have," said Janssen De Bovis, "we have lost our right to compensation if a vessel is destroyed."

The Liberal Unionist Payen declared:

"The associated governments have done their best to drive us into the arms of the Central Powers."

The moderate Liberal Knoell asked:

"What shall we do if the associated governments accept our proposals and Germany torpedoed our ships bringing wheat?"

Pieter Troelstra, the Social Democratic leader, complained that the decision was taken without consulting the parliament or the people. He was skeptical concerning the hypothetical hundred thousand tons of wheat from the associated governments.

"The Dutch people ought us to put their hopes in America for provisioning," he declared, "but ought to endeavor to obtain wheat from Ukraine. The movement might pursue negotiations in that direction. German interests do not clash with a favorable attitude toward us; it is for this reason that we forget to take steps to obtain corn from Germany."

"In my opinion demands would be well within her rights in considering our attitude toward the associated governments as effective cooperation in the war."

Strong criticisms were directed against the Dutch government and the associated powers. The Dutch ministers were denounced for yielding to pressure. One of the members of the anti-revolutionary party characterized the Anglo-American attitude as deplorable toward a small nation and pointed sarcastically to the American sense of justice in this matter. The honor of the country, he declared, was of greater value than food supplies.

Other speakers aroused the government of yielding in what amounted to an ultimatum and declared that Holland would become a second Greece.

The Copenhagen Politiken's Amsterdam correspondent says that although a vote of want of confidence was not passed the position of the government is much shaken.

**LENROOT IS LEADING  
THOMPSON FOR SENATOR**

By Associated Press.

MILWAUKEE, Wis., March 20.—More or less complete returns from every county in the state this evening sustained the lead of Congressman Irvin L. Lenroot, the Loyalty candidate for senator in yesterday's primaries.

Belated returns today gave him 7,226 more than James Thompson, the La Follette candidate.

Thompson did not concede defeat pending complete returns. Joseph E. Davies, Democratic candidate had 34,173 votes, compared with 30,128 for Dr. Charles McArthur. The same advised made the Victor Berger (Socialist) vote 5,841. Berger was recently indicted for violation of the espionage act.

**FUEL OIL EAST OF  
ROCKY MOUNTAINS TAKEN**

By Associated Press.

NEW YORK, March 20.—The government took over today control of fuel oil east of the Rocky mountains, according to an announcement in this city by Mark L. Hanna, director of the oil division of the fuel administration. Intersections in distribution, caused by rail襄ess and the shortage of tank steamer, have hindered companies which use oil for fuel so seriously that President Wilson issued an order which gives the fuel administration power to distribute oil under a priority list established in the original presidential order of January 31. Railroads and ships came first, then the allied governments.

The order has the effect of pooling all of the fuel oil east of the Rocky mountains for distribution at the direction of the oil division.

## SIR GEDDES TELLS SHIPPING LOSSES

### DUTCH VESSELS ARE TAKEN BY U. S. AND GREAT BRITAIN

(Continued from Page 1)

AMOUNT OF TONNAGE SUNK IN  
LAST TWELVE MONTHS  
6,000,000.

By Associated Press.

LONDON, March 20.—One of the most important statements made to the country recently was the speech delivered in the house of commons today by Sir Eric Campbell Geddes, first lord of the admiralty. He appealed the demand which has become general recently that the country should be told the exact amount of the shipping losses, and he also announced the appointment of Great Britain's foremost builder, Lord Piercy, as controller general of merchant shipbuilding.

Lord Piercy will not be a member of the board of the admiralty, but he will have direct access to the premier and the war cabinet. His appointment, it is indicated, will be received with the greatest satisfaction.

Sir Eric's speech was a simple statement of facts, with no oratorical sentences, but he was listened to more attentively than the most eloquent orators in the government.

The amount of tonnage sunk in the last twelve months was 6,000,000, said Sir Eric, instead of 9,000,000 as the Germans claim.

The total allied and neutral tonnage is now 42,000,000. Sir Eric stated the fact that it is at this figure being largely due to the new construction by the United States.

The output of new tonnage, continued the first lord, was very low in 1915 and reached its lowest point in 1916. This decline had been coincident with the increased output of munitions, and before the intensified submarine war began Great Britain was 1,300,000 tons below the bad.

During the last quarter of 1917 said Sir Eric, the allies were averaging within 1,000,000 tons monthly of making their losses good and were then replacing 75 per cent of their lost tonnage.

At the present time, the first lord went on, forty-seven ship yards with 200 berths were engaged on occupying merchant vessels.

The output yard work was completely disorganized during the first two years of the war from various causes, he explained, but nevertheless there had been an enormous accomplishment by the shipbuilding industry.

The output for the last quarter of 1917 was 420,000 tons as against 191,000 tons from the last quarter of 1916, while during the last quarter of 1915 it had been only 47,000 tons.

**GERMAN SYMPATHIZERS  
HANDLED IN OKLAHOMA**

By Associated Press.

ATLANTA, Ga., March 20.—Two farmers of German descent, alleged to have made pro-German remarks early today were dragged from their beds by hands of "Knights of Lite City," forced to kiss American flags, flogged, tarred and feathered and driven from their homes with orders not to return.

Today every road in this section in Jackson county is posted with notices to "pro-Germans and slackers" to leave the country or suffer treatment similar to that dealt to the farmers.

**Not Guilty of Contempt.**

By Associated Press.

SANTA FE, N. M., March 20.—Judge Colin Noddett, of the federal district court today found the city commissioners of Albuquerque not guilty of contempt of court for refusing to pay a judgment for \$1,000 granted Mrs. Matilda Wilson against the city.

Burglars entered our flat last night while we were away and stole two lamps and six incandescent bulbs. To whom should I send a notice of this to police or detective? Dorothy R.

Don't bother them with such a trivial matter. Besides, they would probably pay no attention to it, since the burglars made such a light haul.

**Police Find Man Dead  
And Arrest Follows.**

By Associated Press.

SAN ANTONIO, March 20.—Albert Jarnigan was found dead by the police at the home of Ferdinand Ruth today. Ruth was charged with Jarnigan's murder. Jarnigan was stabbed in the heart and lungs with a hunting dirk.

**DIVISION OFFICE OF  
FOOD ADMINISTRATION**

By Associated Press.

WICHITA, Kas., March 20.—An office of the enforcement division of the United States food administration will be opened in Kansas City, Walter P. Burns, food administrator for Kansas said here today upon his return from Washington, where he attended a conference of state administrators.

The office would have jurisdiction, he said, over Kansas, Missouri, Nebraska, Oklahoma, Texas, Utah and New Mexico.

**FRANCIS WILL NOT  
LEAVE UNTIL FORCED**

— (By the Associated Press)

— American Ambassador Francis has announced today that he would not leave Russia until compelled to do so by force. When asked whether the American embassy would depart in view of the ratification of the German peace treaty by the congress of Soviets.

## GEN. PERSHING'S CASUALTY LIST

### NAMES OF AMERICAN SOLDIERS KILLED, WOUNDED AND DIED NATURALLY.

By Associated Press.

WASHINGTON, March 20.—Today's casualty list follows.

Killed in action—Corporals Russell G. Hughes, George H. Miles, Edward Mitchell.

Injured in wounds—Privates Lloyd Culp, Frank Frost.

Died of disease—Privates John S. Smith, George Williams.

Died of disease—Sergeant Fred J. Bassett, Privates John V. Addams, Winston Clark, Hugh L. Gibson, Larvin W. Leach, Ronald Lohan, Louis Maryland, Major Terrel.

Wounded severely—Corporal Otto G. Abbott, Privates Earl Horton, John C. Huntington, Leonard Kosinsky, Peter Paulson.

Among those wounded slightly is First Lieutenant Frederick D. Klarke.

### PEACE TREATY DEBATED IN GERMAN REICHSTAG

By Associated Press.

AMSTERDAM, March 20.—Debate was resumed in the German Reichstag today on the peace treaty. Dr. Gustav Stresemann, national liberal, criticized the policy of peace which he said the emperor always had pursued. He deplored that while Great Britain oppressed neutral countries and Germany spared them, Germany's circle of friends was not increased. He regretted the renunciation of a Russian war indemnity.

Dr. Stresemann interpreted the Chancellor's words, in which he put the responsibility for the coming battles on the enemy, as meaning that the enemy would also bear the responsibility for the change in the German war policy regarding territorial questions and war indemnities.

This was loudly applauded by the Right and National Liberals.

Count von Westarp, Conservative, said:

"We demanded in the peace treaties no war indemnity and we have obtained only small economic advantages. This procedure shall not be followed in the coming peace treaties. A heavy war indemnity ought to be imposed on Rumania."

**Would Refuse Estimate?**

By Associated Press.

FRANKFORT, Ky., March 20.—A Senate bill which would have legalized boxing in Kentucky failed to pass the lower house of the general assembly 45 to 42 here tonight.

NOTE.—We have moved from our old home at 305 E. 3rd to 205 Fillmore.



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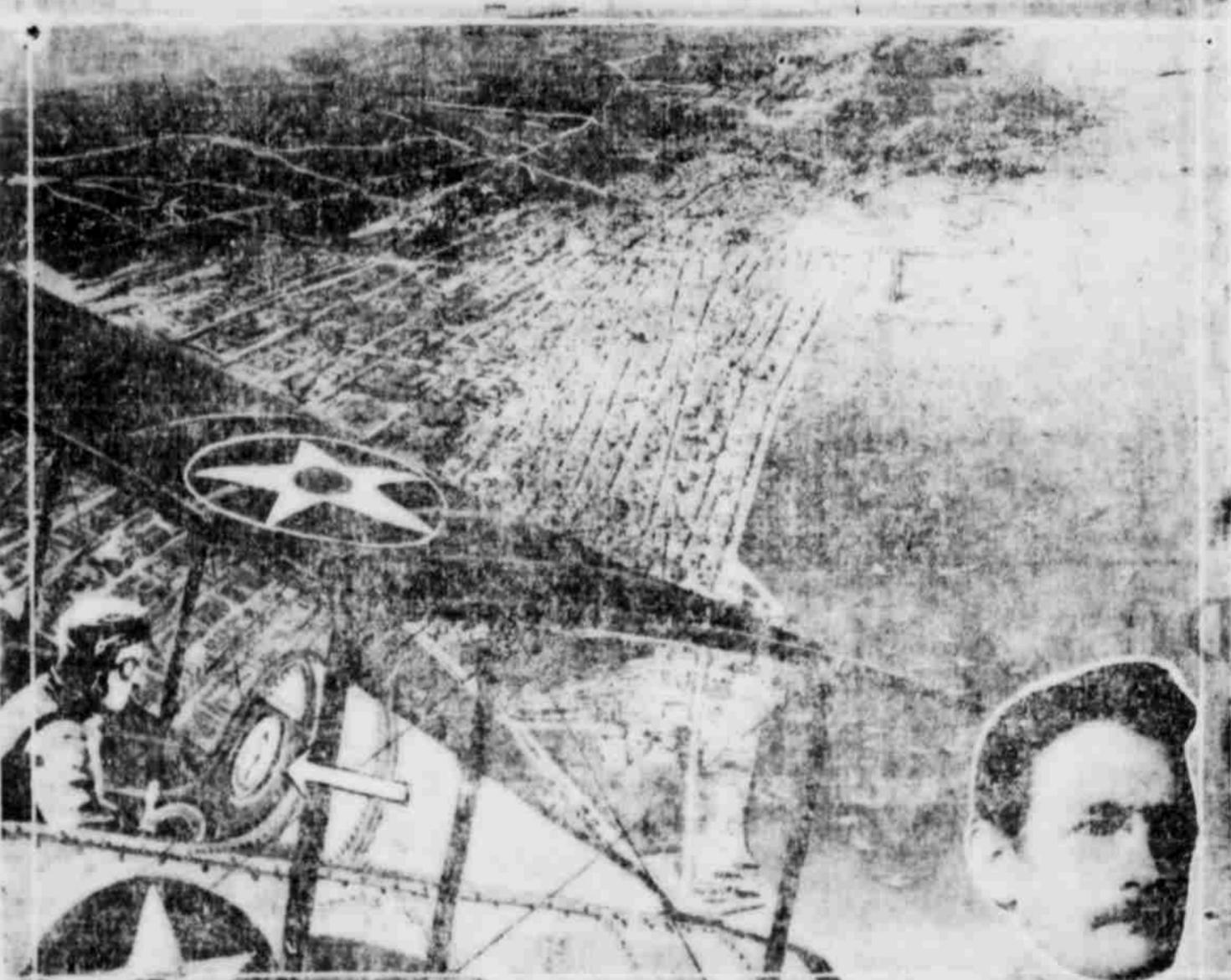
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**INVENTION REMOVES GREAT OBSTACLE TO FLYING ACROSS THE ATLANTIC**



This photo-diagram illustrates the start of a trans-Atlantic flight. The airplane which the artist has drawn is over a seaport city, is fitted with the new Mechanical Navigator invented by Professor Poor, which, experts say, removes the last great obstacle to flying across the ocean. It is a dial affair indicated by the arrow, which enables the flier to ascertain his position in a few moments and protects him from "getting lost" or losing his bearings while making the trip. Photo of Professor Poor is inset.

By J. H. DUCKWORTH.

NEW YORK, March 18.—Prof. Charles Lane Poor has just completed an uncannily ingenious device which it is believed has removed the last great obstacle to flying our fleet of victory airplanes across the Atlantic—the danger of getting lost on the 2,000-mile stretch of trackless ocean.

On March 7, through Great Britain a trial proposal expiring on April 1 was submitted to Holland. A reply has been received, which while itself unacceptable, might under other conditions have served as a basis for future negotiations. But the events of which it have affected had served to demonstrate conclusively that we have been attempting to negotiate where the essential basis for an agreement, namely the meeting of free wills, is absent. Even were an agreement concluded there is lacking that power of independent action which alone can assure performance.

I say this not in criticism of the Dutch government. I profoundly sympathize with the difficulty of her position under the menace of a

who knows next to nothing about figures can make his nautical computations in less than a minute. They are bound to be correct long as he sets his machine right. The instrument is as simple to operate as an adding machine.

The instrument looks like a big dial of a bank safe lock. Its face is covered with rings marked off in small and numbered segments with a couple of movable hands.

It is nothing but a computing machine, explained the professor—an elaboration of the slide rule. It allows a man without any training in navigation to make his calculations with ease.

To the average person, unacquainted with mechanics, to fly across the Atlantic seems a mad undertaking.

But from St. Johns, Newfoundland, to Queensland, Ireland, is only 1,860 miles. From St. Johns to the Azores is 1,268 miles and from the Azores to Operio, Portugal, is 550 miles.

Waiting for a strong following wind, one should average 100 miles an hour across. The crossing from St. Johns to Queenstown could be accomplished under 20 hours; from St. Johns to the Azores under 14 hours, and from the Azores to Operio under 8 hours. An aeroplane can remain up as long as the engines run. The engines, barring breakdowns, will run as long as fuel is supplied.

The question, then, is one of lifting ability. An aeroplane which would lift 35 hours fuel and four men, can easily be constructed. That would be an aeroplane with 12 hours fuel more than probably would be necessary.