

KAISER WILL OPEN CANAL

Emperor William Will Steal March on President Wilson.

LOCKS LARGER THAN PANAMA'S

Kiel Ditch, Which Was Opened Eleven Years Ago, Enlarged so that it Will Carry the Heaviest Craft.

BERLIN, March 21.—Emperor William expects to steal a little march on President Wilson in canal celebrations by opening the enlarged waterway connecting the Baltic and North seas probably as early as April. The work of improvement, which has cost more than the building of the original canal in 1871, will enable the passage of the biggest battleships.

Such world-wide attention has been directed to the American enterprise in connecting the two oceans that it is scarcely realized that the German engineers have been building locks even bigger than those at Panama. The emperor, who is fond of making comparisons between his canal and the American enterprise, is never weary of pointing out that American battleships now under construction can barely squeeze through the Gatun locks, and that the 4,500 superdreadnaught, which is already in sight, will have to follow the path of the Oregon around Cape Horn to get from the Atlantic to the Pacific coast. The German canal will have locks eighty-two feet longer, thirty-seven feet higher, and broader, and of four feet greater draught than those of Panama and will accommodate a 20,000-ton battleship, should naval designers go as high as that in the future. There is room and 300 feet to spare in them for the newest and biggest ocean liners of the Emperor and Aquitania class, so that ample provision has been made for possible developments of commercial navigation as well.

Opened Eleven Years Ago. The existing canal was opened in 1885, the cruiser Brooklyn, commanded by Captain "Bob" Evans, representing the United States in the international naval regatta on that occasion. It runs from Kiel on the Baltic to Brunsbüttel on the Elbe estuary, a short distance from the sea, and cuts off the northern end of Denmark. It jumped into importance immediately on a maritime highway, and was used by 20,000 vessels during its first year. The traffic steadily grew, the canal being traversed in 1912 by 57,205 ships of 9,924,237 total net tons, a traffic larger than that of the Suez canal. To the German navy it was of inestimable advantage, enabling a commander to throw the entire fleet from one sea to the other in a few hours and to respond, for example, to an opening British fleet from points several hundred miles apart. With the advent of dreadnaughts, however, this advantage was lost, as the old locks, 500 feet long, eighty-three feet wide and thirty feet deep, were too small to accommodate the naval monsters and it was determined to provide larger locks and double the width of the canal.

Locks Are Immense. The new locks, which lack the imposing height of those at Panama, but are bigger in every respect, are 1,582 feet long (Panama, 1,009 feet), 147 1/2 feet wide (Panama, 110), and have a mean depth of forty-five feet of water (forty-one feet) over the sills. The new canal is 600 feet wide at the surface, 150 feet wide at the bottom of the excavation and has been provided with eleven "sidings" at which vessels may pass. New harbors have been built at each end, several sharp curves have been eliminated, two new railway bridges, 50 feet above the canal, have been provided and other details have brought the cost of the improvement up to \$25,000,000, whereas the original canal cost only \$22,250,000. The enlargement involved the excavation of 160,000,000 cubic yards of earth; the original canal, 115,000,000 cubic yards. The work, which occupied five years, has been carried on without interrupting traffic in the canal, the new locks, one at each end of the canal, having been built beside the old ones.

To protect the locks of the Panama canal from bombardment and destruction by a hostile fleet they were placed several miles inland from the ends of the canal. In the Kaiser Wilhelm canal the same result has been obtained by having the canal terminate at one end in Wied field, a long, narrow arm of the Baltic, and at the other in the Elbe river some fifteen miles from its mouth. Both river and field are heavily fortified.

Eight Thousand Men Employed. About 8,000 workmen of various nationalities have been employed on the work. They have been housed in government barracks and have been fed and lodged at a cost to them of from 20 to 25 cents per day. Remarkable for such a police-state as Germany is the fact that the maintenance of order has been left entirely in the hands of the workmen, who have their own barracks and room "chieftains" and keep disorderly comrades under sharp control. Over-seasmen, however, who felt that a laboring community without a policeman in immediate control was an impossibility, and started rounds of inspection in the barracks, were warned off by the president of the canal commission.

The new canal is about sixty miles

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INSTRUCTOR OF ART IN SOUTH OMAHA SCHOOLS



Miss Anna Meyers, supervisor of manual arts of the South Omaha public schools and member of the Omaha Art club, has recently designed a gargoyle mannikin labeled, "Joy Boy." A young man with the "blues" entering her office was the inspiration. To cheer him up the "Joy Boy" was modeled and took so well that Miss Meyers has entered the market to compete with Billikins and Kewpies.

long. Passenger steamers are allowed to proceed at twelve and one-half miles an hour through the canal; freights are held to a slower pace, so that the passage of the canal takes from five to thirteen hours. It shortens the trip from Baltic sea harbors to Hamburg 600 miles and to London by 200 miles.

Women of France Will Be Given Vote Within This Year

PARIS, March 21.—Women in France will probably have the ballot in local affairs before the end of the present year, according to Ferdinand Buisson, president of the Universal Suffrage commission, which is composed of forty members of the French Parliament and which has reported favorably on the subject to the Chamber of Deputies.

The general Parliamentary elections this spring will decide whether suffrage will be extended to women and if so whether to the full extent of national suffrage or with limitation mainly to municipal affairs. The question will be one of the first to come before the new Chamber of Deputies.

When the question was brought before the Chamber last fall M. Buisson alone was delegated to draw up a report on the subject, and his report has since met the entire approval of the commission. It is in part now before the Chamber. It includes translations of large portions of the debate upon the same subject in the United States senate and three maps of the United States showing the progress of the women's movement there in recent years. It points out that in all the countries where total or partial women's suffrage has been in force during the last ten, fifteen or twenty years, there is not a single case of an attempt to revise or restrict the rights already granted.

"I think I can prophesy with a certainty," says M. Buisson, "that there will be a majority in the new Chamber in favor of giving the vote to women in France. We already have some 250 certain votes in the Chamber as it is constituted even at present and I feel confident the general elections will return the extra fifty votes necessary for us to carry the house."

M. Buisson's report, besides dealing with the controversial side of the question of votes for women, supplies the machinery approved by the commission, for bringing woman's suffrage into force. This merely consists of the addition of the three words "of both sexes" to an article of the French suffrage law of April, 1884. An additional article limiting the vote will be placed before the House for consideration if desired. It reads: "The modification of the preceding article does not apply to the election of deputies for which male electors only are eligible."

"The adoption of the second article," says M. Buisson, "will restrict woman's suffrage to so-called municipal affairs. It will, however, give women much more power in France than is generally realized. They will, for instance, vote for the Council Municipal, Council General, the Council d'Arrondissement and have a say in electing the electors of the Senate. The only right not given to them would be the right to vote in the election of Deputies."

"I should be ready to vote for the immediate granting of universal suffrage to women, but if municipal suffrage only is passed by the Parliament I shall be satisfied for the present. Universal suffrage is bound to come later."

ITALY EXPECTS TO DIVERT EMIGRATION TO TRIPOLI

ROME, March 21.—Agriculture is proving so successful in Tripoli, the new Italian colony in Africa, that the government expects to see soon a great diversion of the usual emigration to the United States in favor of the opportunities now at hand. The Italian soldiers in Tripoli, with the fatigue of war past and the most urgent needs built, are experimenting with various kinds of agriculture to learn what is best adapted to the soil. Already immense tracts which have hitherto yielded only thistles are green with the promise of abundant crops, the government having distributed thousands of bushels of grain among the Arabs on the condition that it is returned when the crops are gathered. At Assis the harvest of barley has been multiplied forty times, and other places medical herbs and potatoes are being grown with great success. Advertisers, and let the fellow who doesn't take all the chances

STACKHOUSE WILL GO SOUTH

British Explorer Will Spend Three Years in Antarctic.

WILL TRY TO REACH POLE

Scientists Will Accompany Party and Much Time Will Be Spent in Surveys and Deep Soundings.

LONDON, March 21.—The steamer Discovery, which the late Captain Scott used in his first Antarctic voyage, has been chartered by the British Antarctic expedition which is to be commanded by J. Foster Stackhouse, and will leave London about the first of August for the far south. Mr. Stackhouse, whose exploratory work has heretofore been confined to Iceland, will make no attempt to reach the Pole. His main purpose will be to determine the coast line of King Edward VII Land on one side of the Antarctic circle, and Graham Land on the other. Between these two sections of discovered land stretches a vast and practically unexplored region. The expedition will attempt to reach the Pole, determine whether this intervening space is land or sea, whether King Edward VII Land is part of the great Antarctic continent or merely an island or group of islands set in the frozen sea.

The existence of Graham Land, and of Coats Land, Enderby Land and Kemp Land on the Atlantic border of the Great Ice Barrier, as well as the discovery of land south by Lieutenant Pflieger of the German expedition in 1911, support the continental theory. On the other hand the great area of pack ice massed on the north and west coasts of King Edward VII Land points to the drift of ice northward from the Weddell sea to the Ross sea, presumably through a strait separating King Edward VII Land from Graham Land. This is the most southerly of British possessions for the whole region between meridian 20 degree west and meridian 60 degree west is claimed for the British crown. The information which the expedition will obtain as to harbors, whaling stations and sealing grounds will be of great service to the whaling industry of the Falkland Islands.

Will Use Aeroplanes. The crew of the Discovery will consist of twenty-five men, and in addition there will be five scientists, several of the ship's officers also undertaking scientific observations. They will have an aeroplane for photographic survey work, and this too will be useful in enabling the leader to choose the best route when he wants to advance. Most of the navigating and scientific staff have already been chosen. Lieutenant A. E. Harbord of the Royal Navy, who was navigating officer on the Nimrod in the Shackleton expedition, will command the Discovery. The first officer will be Richard H. Garstin, of the Royal Indian marine, who has a considerable knowledge of surveying, and the navigating officer, who comes from the same service, will be Lieutenant R. Beatty, a cousin of Rear-Admiral David Beatty, Chief Petty Officer Tom Green who sailed with Scott in both Discovery and Terra Nova expedition, will be boatswain.

Among the scientific staff will be Lord Conleton of the Grenadier Guards, who has done a great deal of military survey work; the master of Semple, only son of Lord Semple, has served his apprenticeship in engineering, and will have charge of the meteorological department, the electrical plant and the motor boat. Land aeroplanes, "Caterpillar" S. Castrol, who has been lost by the admiralty, will have charge of the survey work; W. H. Stewart Garnett, M. A., an expert on skis and qualified marine engineer, and D. Hector Pearson, an officer in the Essex territorial, will be one of the surveyors.

Will Be Gone Three Years. The expedition will be away for three or four years. From Capetown, where the scientific instruments will be finally tested, the Discovery will sail to the Falkland Islands, a distance of about 5,000 miles. Deep-sea soundings, which will have considerable hydrographic value, will be taken in these little frequented seas. On the way the Discovery will ascertain the exact number of islands contained in the Sandwich group and determine the position of the Shag rocks. Discussing his plans, Mr. Stackhouse said: "After calling at the Falklands, the Discovery will proceed to the east side of Graham's land. Here I propose to land a party of fifteen about December 20. Their task will be to determine a doubt as to the identity of Graham's land, and the existence of a strait between Graham's land would explain the great accumulation of ice between that land and the Great Barrier. This part of the expedition will have the assistance of the airman. He will, I am convinced, save them much useless sledge hauling. They will also carry out a large amount of survey work, remaining together twelve or fourteen months. Meanwhile the Discovery will proceed to Larsen's sea and endeavor to fix the coast between Graham's land and the base of the last German expedition about 75 degrees south.

Returning after wintering in the ice, we will pick up the land party about January, 1915, and then endeavor to make a chariot land, the following spring go down the coast to McMurdo sound. We will leave early in 1917 for New Zealand.

ELECTRIC TOWING SYSTEM ALONG SEINE IS SUCCESS

PARIS, March 21.—A new and simple system of electric towing has been installed with great success on the canal from the Marne to the Rhine near Nancy. Along the banks a series of stout posts has been placed fitted with rollers, over which run endless cables which at each end of the installation pass round a drum worked by electric motor. The barges hitch their tow rope to the cable by a special contrivance. Experiments have been established that the new method costs about 50 per cent less than any other method tried up to the present, and is in addition much quicker. The great superiority of the system consists in the ease in which it can be applied anywhere without altering in any way the banks of the canal or the type of barge used.

BIG FIRE IN RETAIL DISTRICT OF TOLEDO

TOLEDO, O., March 21.—Samuel Riggs, a porter, was killed and \$50,000 worth of furniture and other goods were destroyed in a fire which originated among gasoline tanks in a garage here today. The building in which the garage and furniture warehouse were located is situated in the retail district.

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EXPLORERS AVOID LIQUOR

Shackleton Makes Elaborate Plans for Trip to South Pole.

MEN WILL EAT SUGAR OFTEN

Explorer Says Experiment Was Tried on Last Trip and that Heating Effects Felt in Ten Minutes.

LONDON, March 21.—Total abstinence from alcoholic stimulants will be strictly observed during Sir Ernest Shackleton's trip across the south polar continent. He and his men propose to work long hours, including eight hours' marching every day, but for stimulants they will rely on nothing stronger than tea or cocoa. The tea will be taken at midday to refresh the men for afternoon march, and the cocoa the last thing at night to preserve the body heat during the hours of sleep. Sugar will figure largely in the rations. On his last expedition Sir Ernest and his companions took two or three lumps of sugar every two or three hours, and he says ten minutes after eating they could feel the heat going through their bodies.

The men thus far chosen for the expedition are between 30 and 41 years of age. Shackleton, who is 39, believes that men are at their best between 25 and 40. A man, he says, does not reach his full strength until he is 25, and whatever may be the superiority of youth in the way of spring, nerve and enthusiasm, these do not weigh against the staying power of an older man or the balanced judgment of one who has experience behind him.

The working day arranged for the trans-continental party calls for an hour of preparation after waking, then a four-hour march, an hour's rest, and another while the Discovery will proceed to Larsen's sea and endeavor to fix the coast between Graham's land and the base of the last German expedition about 75 degrees south.

New Return Route.

Sir Ernest is busy arranging for details of the expedition, which is regarded as the biggest undertaking ever attempted in polar exploration, since the distance to traverse from Weddell sea to Ross sea is 1,700 miles. At first Shackleton proposed to return from the south pole to Ross sea by one of three routes, that taken by Scott in his ill-fated expedition, or by Amundsen in his successful one, or a new one known as the western route, crossing the great range of the Victoria chain of mountains. It has since been decided that unless conditions prevent, the expedition will avoid the two old routes and come out either through the Victoria range or by a route to the eastward of Amundsen's track. If this can be done the expedition will open entirely new ground.

This greatly increases the difficulties and dangers of the journey, for the party will not have the advantage of a chain of food depots, which proved such a material aid to their predecessors. They will, however, be helped by the resources of science to a degree never dreamed of by former explorers. The expedition will be assisted by a wireless installation which will keep it in touch with its base for most of the time and will besides have aeroplane sledges.

Two steamers will support the expedition. A Norwegian steamer, for which negotiations have been opened, will take Sir Ernest and his party to the Weddell Sea, while the Aurora, which has seen much Antarctic service, will go to the Ross sea to pick them up when they have accomplished their journey. The first steamer will leave Buenos Aires some time in October and push to the Antarctic, reaching if possible 75 degrees south latitude, where a good landing place was found by the German expedi-

WILL TAKE FIVE MONTHS.

In the meantime the Aurora will have started from New Zealand to land a party in the Ross sea to meet the trans-continental party. Sir Ernest believes that the trip can be accomplished in five months, but should the obstacles be insurmountable he will have the base in Weddell sea to fall back upon. The first part of the trip, that from Weddell sea to the pole, is giving the explorer most serious thought. The distance is about 800 miles and through an entirely unexplored region. The party has no data whatever to go upon, but believes that with the dogs, which proved such a blessing to Amundsen, and sledges fitted with aeroplane propellers, all obstacles will be overcome.

Neither of the steamers will winter in the Antarctic. The Aurora, after landing the supporting party in Ross sea, will return to New Zealand, going back later to bring the whole party home. The other steamer will return to South America after landing Sir Ernest Shackleton and his friends, going back in the following year to pick up the Weddell sea party, for besides those who are to make the long trip some will be left at the base to carry out scientific investigations. Both ships will burn oil and will be fitted with tanks so that any specimens taken may be brought home alive.

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