

THE ARMOR TRUST

By Congressman Clyde H. Tavenner, Washington, July 1913

What sensible objection is there to the proposal that the United States government manufacture its own armor plate?

United States Senator Henry F. Ashurst of Arizona declares that the answer to the above query is that there isn't any sensible objection, and, therefore, contends that the government should hereafter manufacture its own armor plate.

It being ascertained a few years ago that the powder trust was charging exorbitant prices for powder, the government constructed its own plant and now manufacturers much of its own powder.

The powder which the government purchases costs about 65 cents a pound, while the powder the government makes for its own use costs about 37 cents a pound.

The government has been in the habit of paying from \$400 to \$700 per ton for armor plate. Expert witnesses testifying before the Senate Committee on Naval Affairs on February 11, 1897, expressed the belief that the government could manufacture its own armor plate for from \$250 to \$300 per ton.

The armor plate trust has never played fair with Uncle Sam. When the Carnegie Steel Company was selling armor plate to our government at a figure of from \$520 per ton to \$700 per ton, it was selling armor plate to Russia at about \$249 per ton, as shown by the report of the investigating committee of 1894.

The Senate Naval Affairs Committee which investigated the subject in 1897 reported that a government armor plate factory could be erected for \$1,500,000, and that "it was expedient to establish such a factory."

"At present we pay the steel trust two prices for armor plate," says Senator Ashurst, "and then trust to its patriotism as to whether the armor plate it furnishes contains blow holes or defects, and that patriotism has never been above par. The present contract system opens the door to graft and favoritism. It is the acme of folly to decline to manufacture our own armor plate when it has been demonstrated that the government could save enormous sums of money in the manufacture of its own armor."

WEST SUBURBAN CHURCH LEAGUE

Standing of the Teams.

Table with 3 columns: Team Name, Wins (W), Losses (L), Percentage (Pct). Rows include Brookfield M. E., Congress Park M. E., Downers Grove Congo, Downers Grove M. E., Downers Grove Baptist, Hinsdale Presbyterian.

Downers Grove Methodist won from Congress Park M. E. last Saturday in a 12-inning game at Downers Grove, with the score 18 to 17. McLean pitched a fine game, striking out 17 men, and with the proper support should have won in nine innings.

The Baptists were defeated at West Hinsdale by Hinsdale Presbyterian, 4 to 0. The pitching by Moshier and good support back of him is reason for the small score. Also good work on the part of the Baptists in holding them down, but they were not able to.

The Congos were not quite the equal of Brookfield and were the losers in a close game of 7 to 5. Good support on both sides caused a very interesting game to look upon. Brookfield was unable to score until the fifth inning and up until that time the Congos had everything their own way.

Games scheduled for Aug. 2: Brookfield M. E. vs. D. G. Baptist at Downers, D. G. Congo vs. Hinsdale Presbyterian at West Hinsdale.

Thought Window Was a "Movie." At the general assembly of the Presbyterians in Edinburgh a home mission deputy told this story to illustrate the part the picture theater plays in a modern child's life. A little girl, being taken to church by her mother, viewed a stained-glass window for a minute or two. "Ma," she asked, "when are they going to change the picture?"

PROCEEDINGS OF BOARD OF SUPERVISORS

for 1913. Fred H. Palm, services for State's Attorney 6.10. C. F. Ott & Co., repairs as per bill 11.80. The claim of G. H. Williams for stenographer's services was recommended for further consideration. Respectfully submitted, GEORGE A. KELLER, Chairman.

Moved by Supervisor Keller, that the following highways, to-wit, commencing on the Naperville-Aurora road, at the intersection of the westerly line of said Du Page County with said road, and running thence easterly along said road to the corporate limits of the city of Naperville, and beginning with the intersection of the highway known as the old Plank road with the easterly corporate limits of the city of Naperville; thence easterly along said Plank road to a point north of the village of Hinsdale, at the intersection of the Hinsdale and Elmhurst highway; thence north along said highway to the intersection of the public highway in said county known as Twelfth street; thence easterly along said highway to the east boundary line of said county, all situated in the county of Du Page, and state of Illinois, be added to the highways already designated as State Aid Roads, and that the same be hereby designated as State Aid Roads within the county of Du Page, and come under the provisions of an act to revise the law in relation to roads and bridges, and that the same be properly designated upon a map of said Du Page County hereto attached and that said map be filed with said County Clerk.

Motion declared carried, and accordingly the following resolution was introduced by Supervisor Keller and on his motion declared approved and adopted:

Whereas, the Board of Supervisors of Du Page County, have designated the following described highways, to-wit, commencing on the Naperville-Aurora road at the intersection of the westerly line of said Du Page County with said road, and running thence easterly along said road to the corporate limits of the city of Naperville, and beginning with the intersection of the highway known as the old Plank road, with the easterly corporate limits of the city of Naperville; thence easterly along said Plank road to a point north of the village of Hinsdale, at the intersection of the Hinsdale and Elmhurst highway; thence north along said highway to the intersection of the public highway in said county known as Twelfth street; thence easterly along said highway to the east boundary line of said county, all situated in the county of Du Page and state of Illinois, as State Aid Roads in said county; and

Whereas, said highway connects the city of Aurora, Naperville, Downers Grove, and Hinsdale; and

Whereas, the said highway is one of the main thoroughfares of said county over which there is much traffic; and

Whereas, the public interest demands the improvement of said highways within said county.

Therefore, be it resolved by the said Board of Supervisors in meeting assembled, that the said highway be improved and maintained in accordance with an act to revise the law in relation to roads and bridges, and that the said board hereby requests the State Highway Commission, and the state of Illinois, to assist in the making of such construction and improvement, in accordance with the provision of said act.

Moved by Supervisor Hammer-schmidt that the following highways, to-wit, the so-called Chicago and Elgin road, also known as Lake street, commencing on the east line of the county of Du Page, in the southeast corner of Section 36, of Addison Township, in said county, and running thence northwesterly along said public highway to the east corporate limits of the village of Addison, and beginning in said highway at the intersection of said highway with the west corporate limits of the village of Addison, and running thence northwesterly along said highway to the east corporate limits of the village of Bloomingdale, and beginning at the intersection of said highway with the west corporate limits of the village of Bloomingdale; thence northwesterly to the intersection of an east and west road on or near the section line of Sections 5 and 6 of Bloomingdale Township in said county; thence westerly along said highway as now laid out through Section 6 of said Bloomingdale Township and through Sections 1, 12, 11, 2, 3, 4, 5 and 6 of Wayne Township, in said county, to the west line of said county, all in the county of Du Page, in the state of Illinois, be added to the highways already designated as State Aid Roads, and that the same be hereby designated by the said Board of Supervisors as State Aid Roads, within the county of Du Page, and come under the provisions of "An act to revise the law in relation to roads and bridges," and that the same be properly designated upon the map hereto attached, and that the said map be filed with said County Clerk, and that the said road be known as Du Page

County State Aid Road No. 3.

Motion declared carried, and accordingly the following resolution was introduced by Supervisor Hammer-schmidt and on his motion declared approved and adopted:

Whereas, the Board of Supervisors of Du Page County have designated the following described highways, to-wit, the so-called Chicago and Elgin road, also known as Lake street, commencing on the east line of the county of Du Page, in the southeast corner of Section 36, of Addison Township, in said county, and running thence northwesterly along said public highway to the east corporate limits of the village of Addison, and beginning in said highway at the intersection of said highway with the west corporate limits of the village of Addison, and running thence northwesterly along said highway to the east corporate limits of the village of Bloomingdale, and beginning at the intersection of said highway with the west corporate limits of the said village of Bloomingdale; thence northwesterly to the intersection of an east and west road on or near the section line of Sections 5 and 6 of Bloomingdale Township in said county; thence westerly along said highway as now laid out through Section 6 of said Bloomingdale Township, and through Sections 1, 12, 11, 2, 3, 4, 5 and 6 of Wayne Township, in said county, to the west line of said county, all in the county of Du Page, in the state of Illinois, as State Aid Roads in said county; and

Whereas, the said highway connects the city of Chicago with the city of Elmhurst, the villages of Addison, Bloomingdale and Ontarioville and the city of Elgin; and

Whereas, said highway is one of the main thoroughfares in said county over which there is much traffic; and

Whereas, the said road owing to the enormous traffic over the same is in need of repair and improvement, and the public interest demands the improvement of said highways within said county.

Therefore, be it resolved by the Board of Supervisors in meeting assembled, that the said highway be improved and maintained in accordance with the provisions of an act entitled "An act to revise the law in relation to roads and bridges" by state and county aid, and that the said Board of Supervisors hereby request the State Highway Commission and the state of Illinois to assist in the making of said repairs, construction and improvements in accordance with the provisions of said act, and

Be it further resolved, by said Board of Supervisors, that said highways above described be improved and constructed next, and after the construction of State Aid Road No. 2, heretofore designated by said board as State Aid Road, and that said road shall be known as Du Page County State Aid Road No. 3.

Moved by Supervisor Kohley that the following highways described follows, to-wit: Known as the Joliet road, beginning at the intersection of said highway with the south line of said county in Section 35 of Lisle township, in said county, and running thence northerly along said highway to the south corporate limits of the village of Glen Ellyn; thence northerly along said road to the Chicago-Elgin road, at or near the corporate limits of the village of Bloomingdale, thence westerly along said Chicago-Elgin road to the east corporate limits of the village of Bloomingdale, all situated in the county of Du Page, and state of Illinois, be added to the highways already designated as State Aid Roads, and the same be hereby designated by the said Board of Supervisors as State Aid Roads, within said county of Du Page, and come under the provisions of an act entitled "An act to revise the law in relation to roads and bridges," and that the same be properly designated upon the map hereto attached, and that the said map be filed with the said County Clerk, and that the said road be known as Du Page County State Aid Road No. 4.

Motion declared carried, and accordingly the following resolution was introduced by Supervisor Kohler and on his motion declared approved and adopted:

Whereas, the Board of Supervisors of Du Page County having designated the following described highways, to-wit: Known as the Joliet road, beginning at the intersection of said highway with the south line of said county in Section 35 of Lisle Township in said county, and running thence northerly along said highway to the south corporate limits of the village of Glen Ellyn, and beginning at the intersection of the Bloomingdale road with the north corporate limits of the village of Glen Ellyn; thence northerly along said road to the Chicago-Elgin road, at or near the corporate limits of the village of Bloomingdale, thence westerly along said Chicago-Elgin road to the east corporate limits of the village of Bloomingdale, all situated in the county of Du Page, and state of Illinois, as State Aid Roads in said county; and

Whereas, the said highways connect the city of Joliet with the villages of Lisle, Glen Ellyn, Bloomingdale and the city of Wheaton, in said county, and the city of Elgin in Kane County; and

Whereas, said highway is one of the main thoroughfares in said county over which there is much traffic; and

Whereas, the public interest demands the improvement of said highways within said county.

Therefore, be it resolved by the Board of Supervisors, in meeting assembled, that the said highways be

improved and maintained in accordance with the provisions of an act entitled "An act to revise the law in relation to roads and bridges, by state and county aid," and that said Board of Supervisors hereby request the State Highway Commission, and the state of Illinois, to assist in the making, constructing and improving of said highways, in accordance with the provisions of said act, and

Be it further resolved, by the said Board of Supervisors, that the said highways as described, be improved and constructed next and after the construction of State Aid Road No. 3 in said county, and that the said road shall be known as Du Page County State Aid Road No. 4.

On motion of Supervisor Kohley the board adjourned to call of chair.

H. F. LAWRENCE, County Clerk.

Legal Notices

ADMINISTRATOR'S NOTICE. Estate of Peter Johnson, Deceased. The undersigned, having been appointed Administrator of the Estate of Peter Johnson, deceased, hereby gives notice that he will appear before the County Court of Du Page County, at the Court House in Wheaton, at the September term, on the first Monday in September next, at which time all persons having claims against said estate are notified and requested to attend for the purpose of having the same adjusted. All persons indebted to said Estate are requested to make immediate payment to the undersigned.

Dated this 7th day of July A. D. 1913. CHARLES MOCHEL, Administrator.

ALBERT E. WOLF, Attorney, 437 County Building, Chicago, Ill. EXECUTOR'S NOTICE. Estate of Emerson O. Stanley, deceased. The undersigned, having been appointed executor of the last will and testament of Emerson O. Stanley, late of the county of DuPage and state of Illinois, deceased, hereby gives notice that he will appear before the County Court of Du Page County, at the court house in Wheaton, at the September term, on the first Monday in September next, at which time all persons having claims against said estate are notified and requested to attend for the purpose of having the same adjusted. All persons indebted to said estate are requested to make immediate payment to the undersigned.

Dated this 9th day of July, A. D. 1913. Lee E. Stanley, Executor. Adah May Anderson, Executrix. Barton T. Jones, Attorney, West Chicago, Ill.

ULSTER, GARDEN OF IRELAND

Writer Pays High Tribute to the Scotch-Irish Who Have Made the Country What It Is.

It would not surprise me in the least if the late J. P. Morgan had the blood of the Ulster-Scot in his veins, as your correspondent hints at, says the writer of a letter to the editor of the New York Tribune. The Scotch-Irish were even more Scotch than the Scotch themselves—stern, shrewd, energetic and thoroughly reliable.

When James VI. of Scotland—James I. of England—offered facilities for the settlement of Ulster, thousands of Scots availed themselves of the chance, and by their energy helped to transform that district into a garden of Ireland.

Belfast, one of the most peaceful and prosperous cities in the world, is nothing more or less than a second Glasgow.

To Scotland, indirectly, to Ulster directly, we are indebted for such men as Andrew Jackson, James K. Polk, James Buchanan, John C. Calhoun, Chester A. Arthur, T. A. Hendricks, Horace Greeley, C. D. McCutcheon, James G. Blaine, Charles Foster, Samuel H. Grey and many others who helped to make the United States what she is today.

Robert Fulton, though an Irishman of Scotch descent—his father being forced out of Scotland in Cromwell's time—is scarcely an Ulster-Scot. But, then, if it were not for the Livingston family, who were descended from the kings, nobles and lords of Scotland, Fulton could never have accomplished what he did.

No Race of Giants.

The remains of extinct races of men which have been dug up furnish no evidence of the former existence of "giants" nor does any race of men larger than that inhabiting the northern parts of Great Britain exist at the present day. We recognize a certain size as that which is characteristic of man and of various species of wild animals, and we are accustomed to a certain small variation in that size, so that individuals are somewhat "shorter" or "taller." But any large divergence from the characteristic height (amounting in the case of man to a third more or less than the average or normal height) we regard as altogether exceptional, and speak of the abnormally tall individuals as "giants," and the abnormally short as "dwarfs."

Visiting Cook.

An English girl has adopted the profession of visiting cook, and will devote herself to teaching the indispensable art. She believes that "if kitchens were beautiful, and not the stuffy, stodgey dungeons that they so often are, and that if women dressed for their work in them with the care that they dress for a ball, cooking would no longer be regarded as drudgery and a monotonous business."

Better Let the Women Tat.

Tatting is the least expensive sort of fancy work a woman can do. Many girls admit that they could crochet three balls of cotton while they are tatting one. Men, it will be easier on your pocketbooks if you let this harmless task go blithely on, for those gay sofa cushions are soon done and then thread and linen must be bought for a new one. For a woman's fingers must be employed.—Kansas Industrialist.

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