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THE public is the commander-in-chief of our own laundry army. The people give us our orders and we obey. We will serve you well if you give us the opportunity.

Wet Wash, 20 lbs. \$1.00
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This includes flat pieces ironed.

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SAILING SHIP HAS EVENTFUL VOYAGE

LIKE TALE OF OLD DAYS

Account of Strange Adventures of Garthway Filled With Stirring Scenes; Many Storms Met

Like a tale of long ago is that brought from Chile of the voyage of the sailing ship Garthway from Grangemouth, Scotland of the Iquique. It has all the elements of old time adventure at sea; a trip of prodigious length, a battle with storms, long-continued danger and hardship, reduced rations and final victory, writes The Nation.

"The length of the voyage itself stirs an uneasy sense of loneliness in anyone brought up in this gregarious and tense-living age. Five hundred and nineteen days at sea, with brief stops at only three ports during this time! Nearly a year and a half of life with an endless vision of sea in all directions!

Towed in for repairs

"No city lights, no stirring crowds, no shop windows, no motion pictures, no girl that you left behind—just the company of your shipmates, the narrow confines of forecabin and decks, the monotonous rotation of watches on and watches off, the endless routine of wheel and lookout, of setting and taking in sail, of repairing gear, of cleaning and painting; the same old food, the same old jokes, the same old pastimes. Seventeen months of water and sky, of working and shirking in the same old way. And yet—many times less tedious, less lonely, less futile, less gray than the lives of many in our teeming cities.

"The Garthway left Grangemouth on June 12, 1922, headed for the west coast by way of the Horn. Delayed first by head winds and calms as it made its way southwestward through tropic seas and then lashed and broken and dismantled by a pampero off the River Platt, it was obliged to seek the help of a passing steamship and be towed into Montevideo for repairs.

Sails Torn to Shreds

With a new captain and largely a new crew, the Garthway then pointed its bow again for old Cape Stiff, but could not get around this giant that for years fought all comers. Gale after gale blew—always out of the west howling and shaking their fists furiously in the face of the Garthway. Sail after sail was torn to pieces; icy waves poured aft over the deck. At last the captain gave up in despair, put his vessel around and with the wind at his back started to run the other way around the world for his destination. For 4,000 miles the ship then sailed eastward toward the Cape of Good Hope.

"Provisions were short and for ninety-nine days the crew was reduced virtually to 'salt horse' and hard biscuit—the rude fare of years ago. The Garthway put in at Cape Town to clean off the barnacles and seaweed that had now attached themselves to its bottom and were impeding progress.

New Captain on Duty

"Here also a new captain came aboard and another mate in place of the original one, who went home sick. Then the Garthway was off again, and with the exception of a brief stop for fresh water and provisions at Hobart, Tasmania, continued uninterrupted across the Pacific to the Chilean coast, finally dropping anchor in the roadstead outside the sand-swept, sun-dried nitrate port of Iquique on Dec. 23, 1923.

"Of the original ship's company only the carpenter, the steward and nine apprentices remained. Even the ship's cat, which had made seven passages around the Horn, got fed up on sea life before the trip was over and was last seen in Cape Town heading toward the Congo and the calmer life of the African jungle."

MOTOR CLUB AFTER MISLEADING SIGNS

Organization Complains Dealers On Wayside Often Display Them on Roads

Wayside merchants who advertise their wares by means of warning signs commanding: "Stop and buy Jones' bananas, etc." are the object

PLAN AGRICULTURAL COLLEGE IN ARMENIA

Plan Development of This Work in Near East Along Best Scientific Lines

From Alexandropol, Armenia comes the following interesting information this week. An Agricultural college similar to those in the United States is being planned by the Near East Relief in connection with its orphanage program in Armenia. Funds for the project are to be provided by a group of Armenians in America. A scientific study by American relief workers during recent famine years revealed the necessity for the development of agricultural activity in the little republic along scientific lines.

In this fashion, Near East Relief is building up the war devastated nations in the Near East in a carefully thought out plan to solve forever the vexed Near East question. The organization believes that the native races should stay in their own country and help establish their own nation. It is believed that the 60,000 orphans who are being trained in the Near East Relief orphanages will supply the leaders and the influence that will make a new Near East that will be independent, self-supporting, and well able to solve their own national problems without assistance. Everything that is being done at present is with this ultimate goal of independence in view. That the people themselves realize this is seen by the action of the Armenians in Amer-

LESSEN CONGESTION BY AIDING TOURISTS

Motor Club Advises Helping the Traveler To Get Out of Town Promptly

Motorists have an opportunity to benefit by a plan evolved by the Chicago Motor club, provided they are willing to co-operate as motorists are already co-operating with other affiliated American Automobile Association clubs in other cities.

According to the bulletin issued by the club, motorists can aid in minimizing traffic congestion by giving strangers and tourists more explicit directions how to reach various points of the city and how to pass through it with the least amount of trouble.

"It is not enough for a local motorist to tell the visitor whether he is on the right street and going in the right direction," the bulletin says. "Every inquiry is an excellent opportunity to help the tourist help relieve congestion. The average tourist is no more desirous of seeing the city's congestion than local motorists are of seeing tourists riding through sections of the city they could well avoid. Here is where the local motorist has an opportunity to give the tourist advice that will serve to direct the car through the lesser traveled streets.

"Points about speed limit, prohibited left turns and parking regulations should accompany directions."

NEW REVENUE ACT SAVES BOARD MONEY

Members of the Chicago Board of Trade are congratulating themselves upon the discovery today that under the provisions of the new revenue act they will save collectively more than \$1,000,000 this year, which, under the old law, would have been dumped into the sales tax hopper. Mrs. Mabel Reinecke, collector of internal revenue for this district, is the dispenser of the glad tidings.

Figures compiled in Mrs. Reinecke's offices in the federal building show the average annual tax on sales on the Board of Trade for the last three years under the 1921 revenue act, was above \$2,700,000. The average for 1922 and 1923 was considerably under the total for the previous year, however, but was still well over \$2,250,000. The depreciation, board of trade men are unanimous in saying, was due to what has become popularly known as the Capper bill, restricting trading on the board.

Under the new law the board of trade broker is required to pay a tax of 1 cent on each \$100 of the total of his sales. Under the old law (1921) he was required to give the government 2 cents for each \$100 of his sales.

The board of Trade sales for 1923 required a total tax of \$2,034,684.82. Assuming that the board's business this year will equal that of last year (and traders seem unanimous in the belief that it will go even higher) the saving bill will be \$1,017,342.41, as it is cut exactly in half.

MOTOR CLUB AFTER MISLEADING SIGNS

Organization Complains Dealers On Wayside Often Display Them on Roads

Wayside merchants who advertise their wares by means of warning signs commanding: "Stop and buy Jones' bananas, etc." are the object

ica who are fostering the Agricultural college in Armenia. The Illinois headquarters of Near East Relief are at 37 South Wabash avenue, Chicago, Illinois.

of the wrath of the Chicago Motor club. Charles P. Rott of the highway department made an investigation several days ago and is making a complaint to local authorities in those cases where the enterprising merchants have placed these signs on their own property, while in those cases where the right of way has been used the complaints are registered with the state highway department.

It is the contention of the motor club that these signs tend to make motorists callous to legitimate warning signs and thus promote accidents.

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No. 3 in a series of statements about this Company's business

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- 15,315 electric washing machines
- 3,165,780 incandescent lamps

In addition to the above home conveniences, this Company furnishes electric street lighting in 137 cities and towns and provides the power to pump water in 69 communities.

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WM. GUYOT, District Superintendent
51 South St. Johns Avenue, Highland Park, Illinois




The announcement that the Public Service Company of Northern Illinois has been awarded the Charles A. Coffin Medal for 1923, is a tribute to the territory in which this Company operates as well as to the service it renders.

This award was made to this Company in competition with the electric light and power companies of the United States "for distinguished contribution to the development of electric light and power for the convenience of the public and the benefit of the industry."