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MAKES PLEA FOR WATERWAY SYSTEM

CONG. HULL CITES VALUE

In Speech in House He Urges Support of Bill; Declares It Saving to Chicago and Tells Why

Declaring that water transportation in the central west through the Illinois, Mississippi, Ohio rivers and the Intracoastal canal is "the one great project of modern waterway service," Representative William E. Hull of Peoria recently made an eloquent plea on the floor of the house for congressional recognition of the Illinois river section of the Lakes-to-Gulf route.

Pointing out that a nine-foot route from Grafton to Utica would be the last connecting link in an inland waterway, making possible uninterrupted traffic from the Great Lakes to the Gulf of Mexico, Mr. Hull asserted that the territory which would be served composes eighty per cent of the agricultural area of the United States. "This inland waterway project," he said, "means more to the farmer than any other legislation that can be passed."

Cites Benefits

Among the many benefits which the Peoria congressman contended would accrue to the farmers were: opportunity to ship his products to all the sea ports of the world by water, a reduction in freight rates from seven cents to twelve cents a bushel on his grains, a chance for export business and the ability to compete with the countries of South America which already have cheap water transportation.

Completion of the Lakes-to-Gulf route, he said, would be of enormous value to the great industrial centers of the country. He pointed out that the northwestern farmer could load his grain on barges at St. Paul and ship it to Liverpool all the way by water, that California would have a direct water connection with Chicago, as would Kansas City with Buffalo, Detroit with South America, and Pittsburg with Corpus Christi, Tex.

Saving to Chicago

He argued that fifteen million dollars a year would be saved Chicago in reduced freight rates on coal. He told of the great benefits to the farmers which would grow out of decreased freight rates on nitrates from fertilizer. He emphasized the importance of the completed route to the central western manufacturers using great quantities of copper.

Reminding the house that the Illinois river project, as contained in the omnibus rivers and harbors bill, does not call for any specified diversion, Mr. Hull pointed out that the lowering of the lake levels was not, as many would have the country believe, the result of diversions which have been going on at Chicago, but on the other hand, the effect of many different elements. The total lowering from various causes, he showed the house, has been 40 1/2 inches, while that caused by the Chicago diversion is only 5 1/2 inches.

Compensating Work

Mr. Hull argued that the lowering of the levels resulting from the abstraction of water at Chicago could be remedied by placing compensating works in the Detroit river. He said that Canada had recognized the Chicago diversion of 10,000 c. s. f., when the treaty of 1910 was entered into, reading excerpts from the treaty in support of this contention.

The levels of the lakes will not be affected to any further extent by a continuation of the present diversion of 8,500 c. s. f., he concluded, urging the house "not to allow the opposition raised by Canadian and American power interests and the lakes carriers prevent the approval of the greatest waterway project ever considered in congress."

Claimed that the politicians should study the fundamental principles of the government, but some think that shaking hands with the voters gets more votes.

BOOTLEG MILK FROM CANADA IS MENACE

Bootleg milk, i. e. milk produced over the Canadian frontier and therefore cheaper than American farm milk produced under a multitude of rules and regulations designed to protect public health, has become a rather serious issue to our dairy farmers. Because of its low price, the wholesalers are able to pay an excessive transportation cost for the long haul, and yet sell it below the price of American milk. The fact that the consumer has no guaranty as to the conditions under which it is produced also makes it a serious matter. For that reason, Senator Lenroot's bill to compel imported milk and cream to conform to the standards applied to American dairies is reserving of attention both from the economical and health standpoint.

CORPORATIONS' AID FOR TRAINING CAMP

BIG CONCERNS SUPPORTING

Report From Sixth Army Corps Headquarters Says Chicago Firms Boosting Plan; Some Details

The benefits that young men derive from 30 days in the C. M. T. C. has been recognized by these employers and they fully appreciate that this training is not only beneficial to those attending, but that these young men return to their work in better physical condition and are better employees by reason of this training. In 1925 over 450 different firms and corporations sent young men to the Citizens' Military Training camps.

The government pays transportation of the young men who attend to and from their homes, provides food and clothing while at the camps and such medical attention as may be necessary. In addition to the physical and military training during the camps ample provision is made for recreation and athletics during the afternoon. Dances, shows, motion pictures and other forms of entertainment are provided for the evenings.

The requirements for attendance are that the applicant be of good moral character, physically qualified to undergo the training and be between 17 and 24 years of age.

Application blanks for making application to attend the camps will be furnished upon request made to Commanding General, Sixth Corps Area, 1819 West Pershing road, Chicago, Illinois.

CAN'T KEEP DOBBIN OFF CAPITAL STREETS

The slick city-fellows with their run-abouts and roadsters and gasoline devil-wagons have been foiled in their attempts to exclude horsedrawn vehicles from certain of the arterial highways of Washington. On the whole sober folk who love their city and who also love horses are rejoicing at the judicial decision which has nullified a traffic rule which barred the fourfooted friend from his place in the sun.

It must be admitted that relatively few horses will profit by the extension of their rights and privileges, but this few will form a pleasant variation in the scenery.

PROTECTION IS NOT MONOPOLY PROMOTER

Can No Longer Be So Called, As Products Coming Through Customs Cornered

Protection can no longer be called the promoter of monopoly because our recent experiences show that products coming through the customs houses can be as easily cornered as anything else, according to the National Republic which editorially answers Senator King's attack on the protective tariff as follows:

"Senator William H. King, of Utah, expresses the belief that a protective tariff is 'the thin edge of socialism.' He declares that protection destroys competition, and promotes monopoly, the precursor of socialism.

"Foes of the protective tariff persist in the strange delusion that 'protection is the mother of monopoly.' In taking this position they are compelled to overlook the fact that it is quite as easy to 'corner' commodities which come through the customs house as those which are delivered from our own factory doors. They must ignore the fact that articles on the free list have been as generally and as effectively subjected to monopolistic control as those which are on the protected list. They must overlook, for instance, the fact that rubber, nitrates and other articles which come in tariff-free are not only controlled by combinations in restraint of trade, but by foreign combinations beyond the reach of our anti-monopoly laws.

"Monopoly deals primarily with distribution, not production. Where monopoly, or near monopoly, is operative, the price to the consumer is not governed by factory price, but by 'what the traffic will bear.'"

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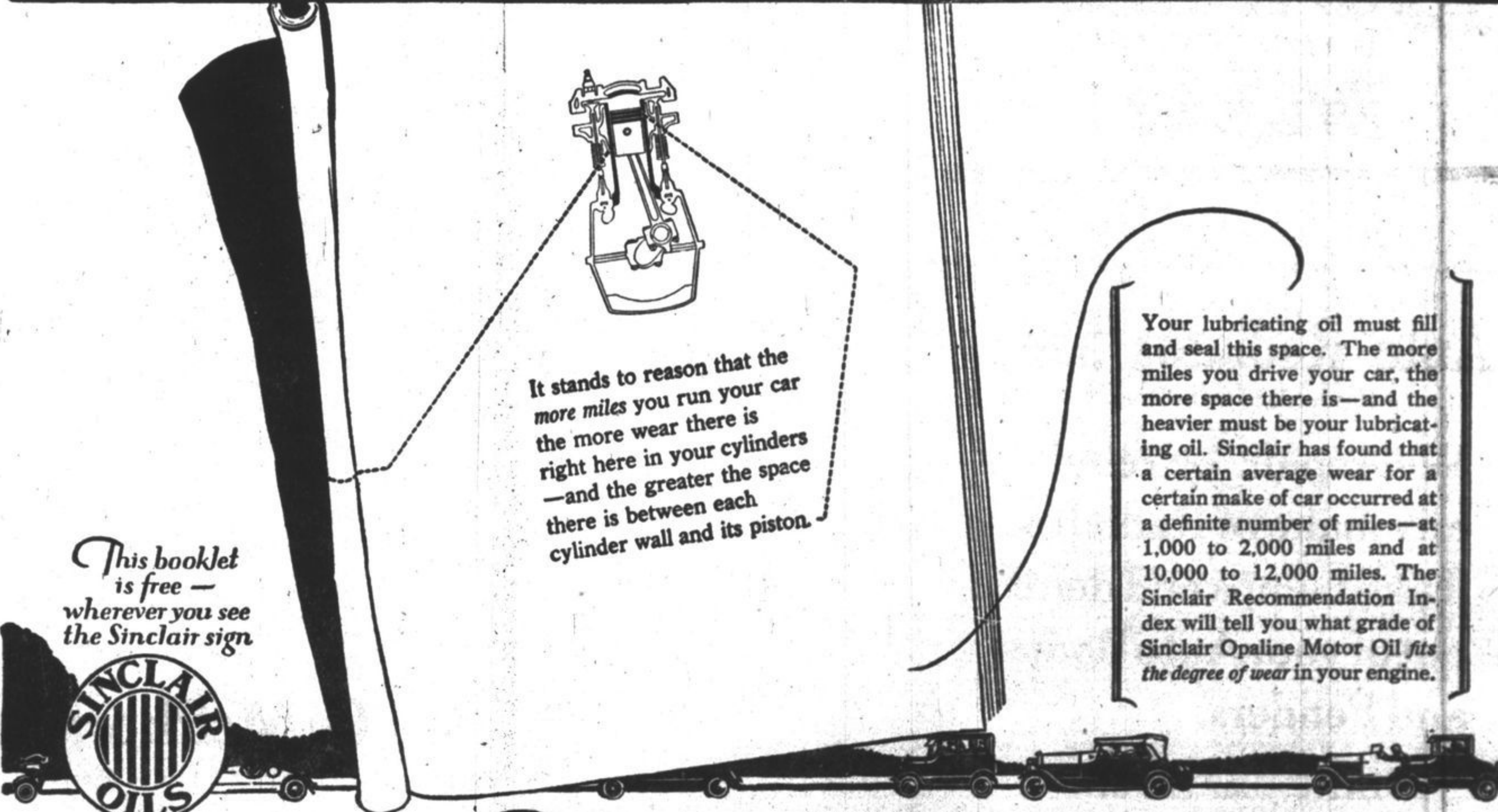
WHERE TO GO AND HOW TO GET THERE



- Elkhart Lake, Cedar Lake, Crystal Lake, Sheboygan, Port Washington; Take North Shore Line to Milwaukee; connections at door of our Milwaukee terminal with Milwaukee Northern trains for these points. Through tickets.
- Michigan points—Ludington, Manistee, Hamlin Lake, Portage Lake, Onekema; Take North Shore Line to Milwaukee; Pere Marquette night steamer from there; arrive Michigan next morning. Through tickets.
- Oconomowoc, Nashotah Lakes, Nemhabin Lakes, Silver Lake, Delafield, Waukesha Beach, Nagawicka Lake, Pewaukee Lake; Take North Shore Line to Milwaukee—step into T. M. E. R. & N. trains at door of our Milwaukee terminal, for these points. Through tickets.
- Lake Geneva, Twin Lakes, Powers Lake; Take North Shore Line trains to Kenosha; comfortable North Shore Line Motor Coaches operate from there on regular schedule, to these points. Through tickets.
- Antioch, Channel Lake, Loon Lake, Round Lake, Lake Villa, Grays Lake, Volo, Fox Lake Resorts, McHenry; Take North Shore Line trains to Waukegan or Libertyville; North Shore Line Motor Coaches from there on regular schedule to these points. Through tickets.
- Libertyville, Mundelein; (Don't let the summer pass without a visit to beautiful St. Mary of the Lake at Mundelein.) North Shore Line to Lake Bluff where connections are made with trains and motor coaches on the Libertyville-Mundelein division. Through tickets.

For schedules, fares and other information, inquire at North Shore Line ticket office, or at Traffic Dept., Chicago, 79 W. Monroe Street, phone Randolph 6226; Milwaukee, 408 Security Bldg., phone Grand 990 or Grand 2762.

from page 7 of "OILING" SINCLAIR'S NEW HELP-BOOKLET for MOTORISTS:



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