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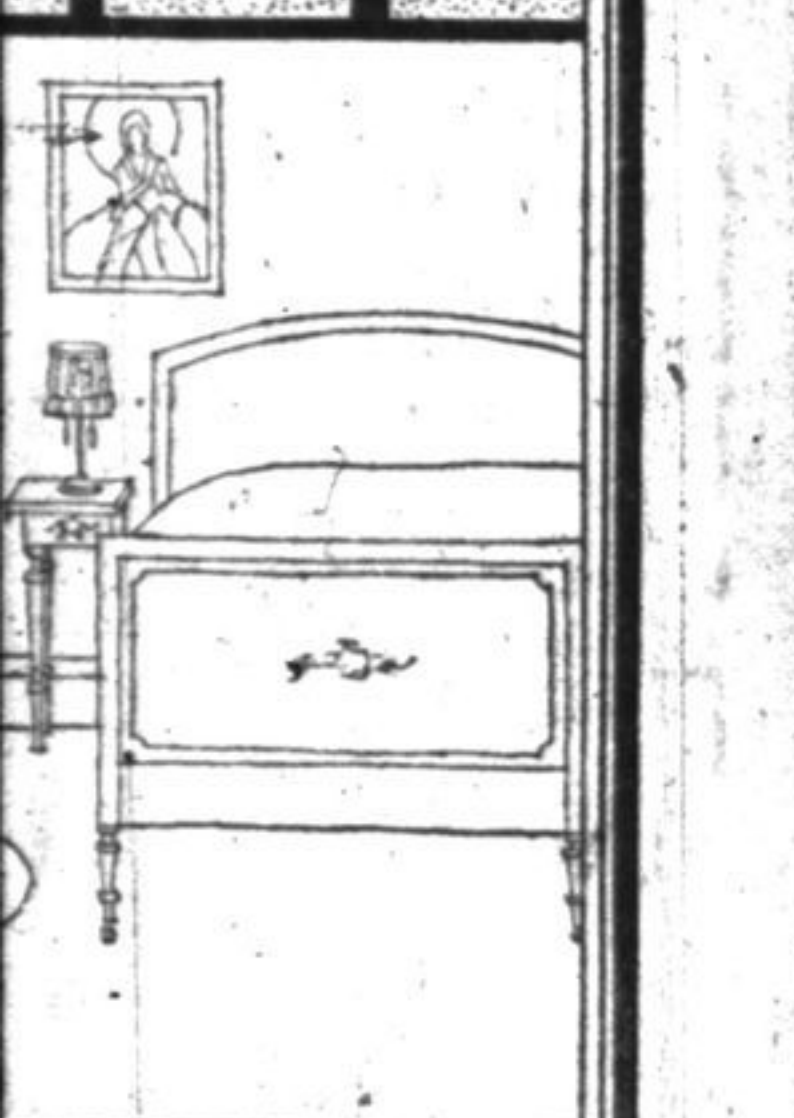
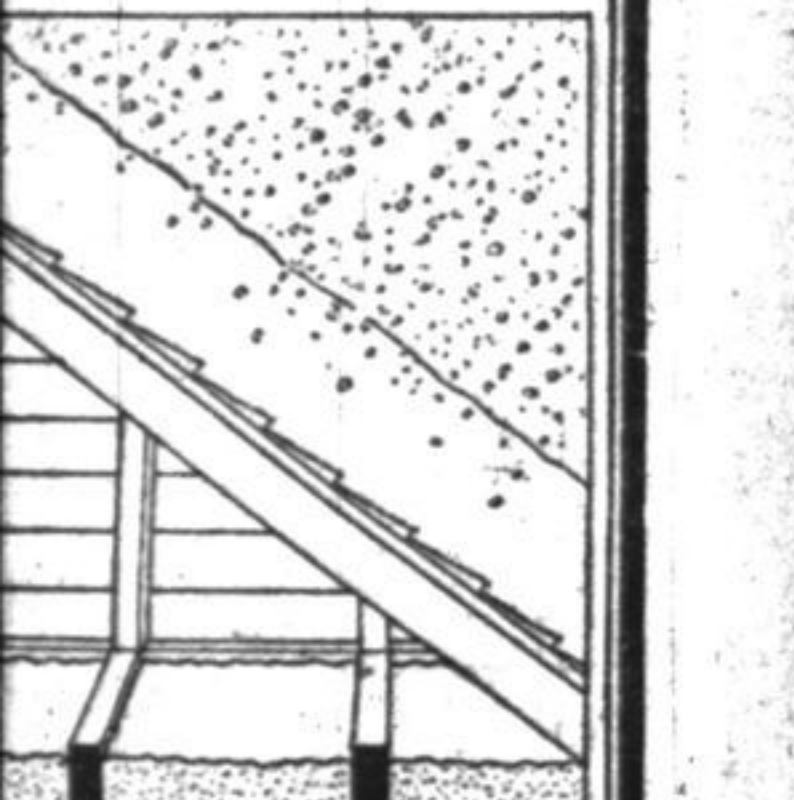
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WEST INDIES HAVE PLEASANT CLIMATE

WEATHER BUREAU REPORT

Varied Altitudes and Generally Favorable Conditions Are Attractive to Tourists from U. S.

At this time many people are making plans for midwinter trips that will take them away from the severe winters of the northern part of the country. The West Indies are frequently thought of in making such plans, but the common idea is that the climate is unbearably hot.

The Weather Bureau of the United States Department of Agriculture says the climate of the West Indies is influenced to a marked extent by their rugged, mountainous topography. These islands, lying between latitudes 10 degrees and 25 degrees north, include the Bahamas, the Greater and Lesser Antilles, and the islands off the middle coast of Venezuela.

Land Elevations

The elevations of land are of great importance in the control of the distribution of rainfall. In the West Indies there are many abrupt slopes on islands of limited extent. For example, mountains on the west coast of Cuba are 2,500 feet high, while those on the east are 8,300 feet; Loma Tina in Haiti is 10,300 feet high; Jamaica has a peak of 7,360 feet; and many other islands have peaks or ranges of more than 1,000 feet elevation. The effect of these mountains is to lower the mean annual temperatures considerably. At sea level they are between 77.5 degrees F. and 79.5 degrees over almost the entire region, and at higher levels may drop to 65 degrees. In January or February the minimum monthly means are from 75 to 77 degrees at sea level, and higher up may be as low as 60. While maximum temperatures of over 100 degrees have been recorded, in many places 95 degrees is as high as the thermometer ever climbs, and there are places where a temperature even as high as 90 is exceptional.

Difference in Rainfall

Combined with this moderate, balmy temperature in the West In-

dies there are remarkable differences in the amounts of rainfall received on the windward and leeward sides of the mountains and at different elevations. Places within a few miles of each other may have sharp contrasts in the amount of annual rainfall. In Jamaica a difference of 190 inches occurs in the annual rainfall of Mooretown and Kingston, 30 miles apart. Roseau on the west coast of Dominica has a mean annual precipitation of 78 inches, while Shawford, 3 miles north-east of it, but 560 feet higher, has a mean annual amount of 185 inches. These differences affect the choice of a location for a winter holiday. More detailed information may be obtained from the Weather Bureau.

MERCHANT MARINE IS URGED AS BIG ASSET

Steamship Co. Head Think It Would Be Great Aid In National Crisis

Mr. J. C. Rohlf, vice-president of the Pacific American Steamship association, San Francisco, recently presented to the United States Shipping Board Commissioners, specific facts which go to the root of the whole shipping problem. Mr. Rohlf based his opinions on 28 years' experience in designing, building and operating river, bay and ocean going craft of every description except passenger.

"Of greatest and first importance to my mind," he said, is the maintenance of an adequate merchant marine as an indispensable aid in time of national emergency."

At such time, it is extremely hazardous to rely upon foreign merchant ships to supply our navy with necessary fuel, stores, etc., and our nation with indispensable commodities. During the World War our farmers and manufacturers experienced the disastrous effects resulting from delayed and ruined shipments which accumulated in every terminal warehouse, because of lack of ocean transportation facilities.

"The shipowners know the problems," said Mr. Rohlf, "and have offered constructive suggestions, practically all of which so far have been rejected by our legislative bodies, because the farmer, the manufacturer and the main body of our people have not understood and do not now understand exactly what the lack of an American merchant marine means,

first to the nation, and, secondly, to them.

"Our surplus products, the result of manufacture and agriculture, are in competition with these same products of other nations. Can we then be dependent upon the vessels of other nations to carry them? We cannot, and should not."

Mr. Rohlf believes that with our nation "ship educated," constructive legislation will follow as a matter of course. We, as a nation, have by our own action, handicapped our own shipping industry. Only the stubborn courage, tenacity and adventurous spirit of the American business man has kept any ships operating under the American flag.—The Manufacturer.

JAPAN IS BUILDING HARD ROADS SYSTEM

Is Learning Poor Highways Are More Costly Than Good Ones

The Japanese demand for asphalt is growing steadily, owing to the increased road mileage. The larger part of the asphalt used in the past has been imported from the United States, about 60,000 tons annually.

Japan, like other sections of the world, is learning that bad roads are far more costly than good roads. Bad roads keep farm produce from markets, while roads scientifically constructed and maintained with modern road machinery, really represent an investment rather than an expense—they offer insurance against tremendous economic waste such as wear and tear on automobiles and wagons, and inability to move crops.

One state highway official states the case graphically: "Your road district may as well have tractors and modern machinery, you are paying for them anyway."

And so it is with roads; the taxpayer pays for hauling on rock which is washed and blown away in mud and dust, when a waterproof, shock absorbing wearing surface would save this precious material and prevent constant maintenance expense.—The Manufacturer.

Suggested that the government pay the campaign expenses of political candidates, which might be a good idea if it was desired to persuade a great number of people to run for office.

The students look very fine in their swell clothes, but that does not get them by the mid-year exams.

PRESS WANT ADS BRING RESULTS

Dividend Notice

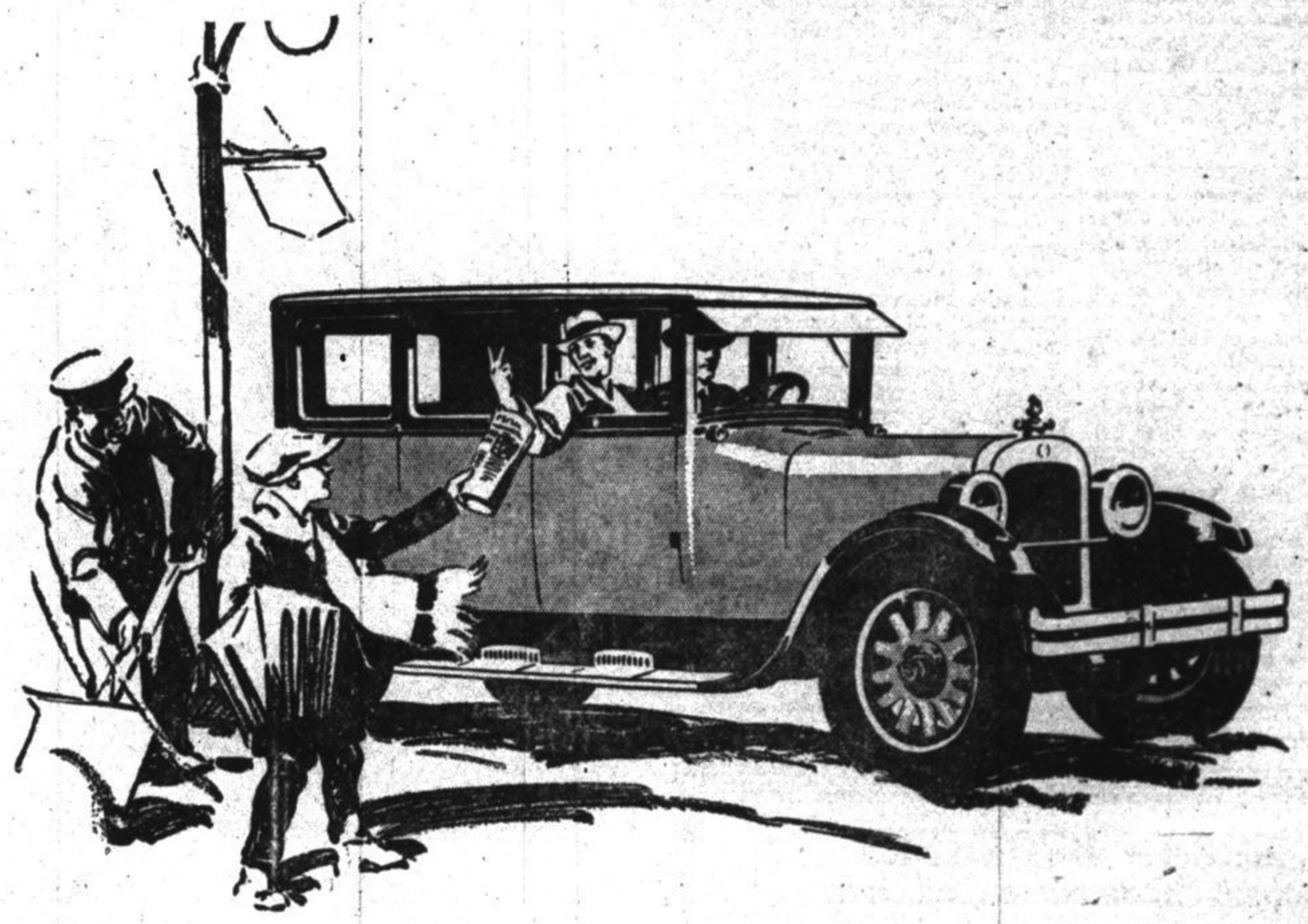
THE BOARD OF DIRECTORS of Public Service Company of Northern Illinois has declared the regular quarterly dividend of \$1.50 per share on the Company's 6% Preferred Stock, \$1.75 per share on the 7% Preferred Stock, and \$2.00 per share on the Common Stock, payable February 1, 1927, to stockholders of record, at the close of business, January 15, 1927. GEORGE R. JONES, Treasurer

This is the 61st consecutive quarterly payment by the Company to its common and preferred stockholders, and the 100th consecutive dividend, including the dividend payments of the Company's principal predecessor.

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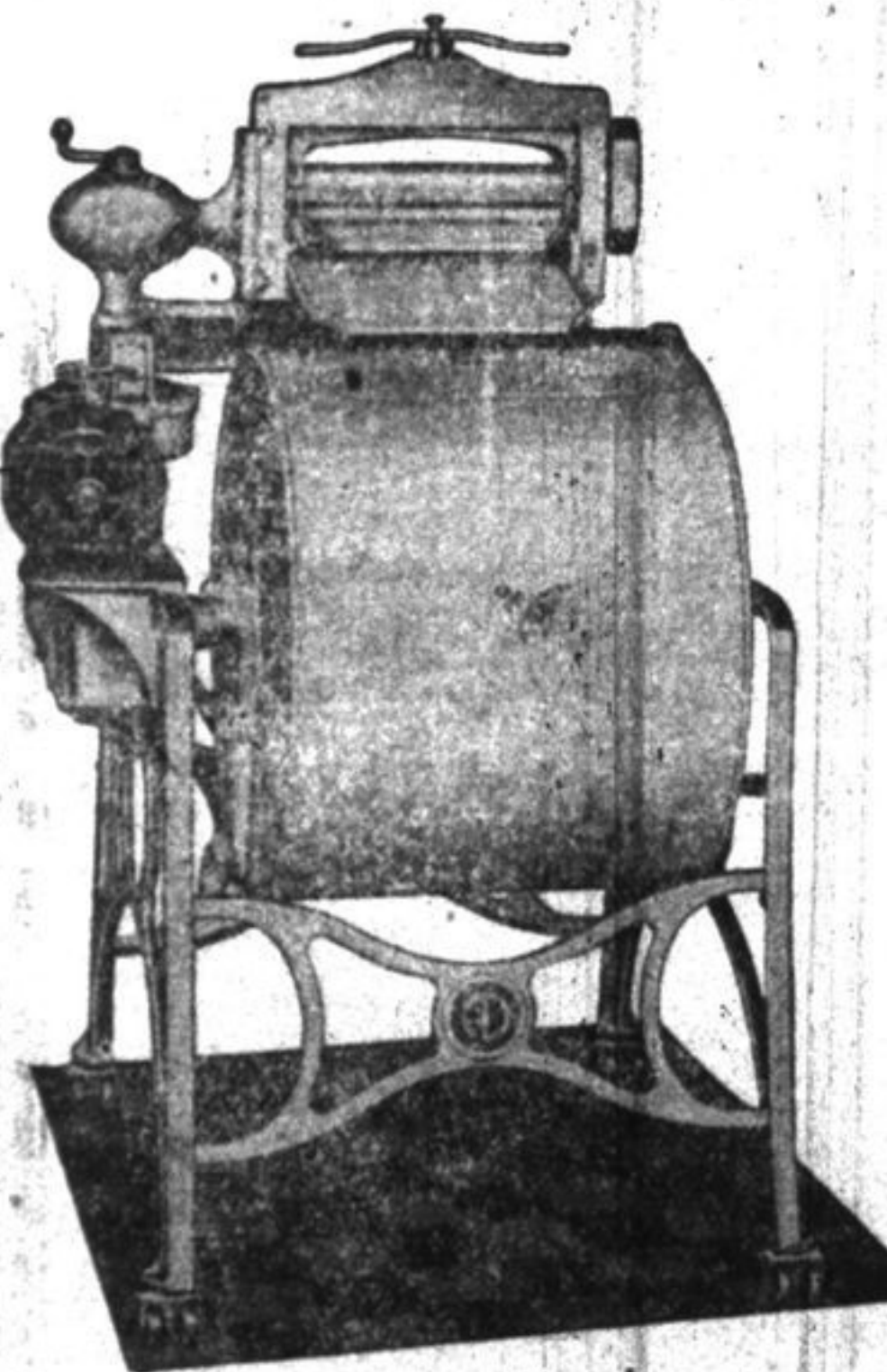
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