

TELLS MORE ABOUT TRIP TO FLORIDA

JOHN WESTERN'S LETTER

Interesting Description of Conditions and Scenic Features Visited on Tour

John Western continues his story of his Florida trip as follows:

In driving from Chattanooga to Atlanta, Ga., we left our course for a side drive of sixty miles from Marietta, Ga., to Tate, the location of the justly famous headquarters of the Georgia Marble Company. Mr. Tate, the President, lives in a marble mansion made of three classes of marble, all of which were quarried nearby. At Marietta the Company has an enormous plant devoted almost exclusively to shaping marble for building purposes. This company has notable specimens of its work in the building line in almost every state in the union. The most conspicuous example to Illinoisans of Georgia marble used in building construction is the Field Museum. The quarries of the company are located at Tate, as is the big plant for the finishing of decorative work and statuary. At Nelson, three miles from Tate, the company has a large plant devoted almost wholly to the finishing of marble for cemetery monuments and mausoleums.

Atlanta is one of the southern cities which is noted for its progressive business characteristics. The city is growing, largely because of the influence of northern capital and northern brains. It is the distributing point for leading commodities of northern manufacture for several southern states. Atlanta's principal drawback is its smoke nuisance. During a large portion of the time the city is enveloped in a dense cloud of smoke. Hence northern tourists make their visits very short. About ten miles from the city most tourists find Stone Mountain, which has become well known largely because of the dispute of the Citizens Committee of Gutzon Borglum the noted sculptor concerning a contract for making a mammoth war picture in the solid granite on one side of the mountain. When the sculptor and the company which contracted for his services came to the parting of the ways, Borglum promptly destroyed all of the valuable models which he had made. Another sculptor is now going ahead with the work according to his own ideas. Twenty-nine men were said to be at work on the side of the mountain at the time of our visit. The outlines of the equestrian statue of Robert E. Lee may be seen from the ground, and now a dispute has arisen as to whether the bust of the same confederate general which Borglum made will be left intact or effaced from the side of the mountain. It is asserted that four million dollars will be expended in this extraordinary artistic historical enterprise.

In Georgia we drove for an entire day in the rain, passing thousands of acres of very beautiful looking pecan trees.

Our first night in Florida was spent at Jacksonville, which we reached in a heavy rain. This city is not a resort town. It is the distributing point for northern products for practically all of Florida, but it has very little attraction for tourists or resorters.

A stay of an hour or two at St. Augustine may be spent very profitably by all northern tourists who have not previously visited that oldest town of the United States. The very narrow streets with the quaint shops, unmistakable signs of subtropical vegetation, a call at the oldest house in all this country, all are interesting to northern people.

Every visitor to Florida for the first time will want to spend several hours at Daytona Beach. Ormond Beach is only a few miles north of Daytona Beach. I suppose that thousands of northern tourists make it a point to see Ormond Beach largely because of the location there of the winter home of John D. Rockefeller. We did not pass Mr. Rockefeller's home nor see him in action on the golf course, as we took the outer driveway from St. Augustine southward. There are now two excellent highways along the east coast of Florida from Jacksonville practically all the way to Miami. One is known as the Dixie highway, and is on the mainland all the way. The other is close to the beach, and is built partially on a series of islands, some of which are natural and some artificial. Right here it is time to remark that Florida has an excellent system of highways. A seemingly truthful man at Americus, Ga., told me that his partner drove upwards of 500 miles in a single day from Miami to his home in Georgia. Florida has a gasoline tax of 5c per gallon, 2c of which is used to build and maintain public highways, and 3c is used for building public schools. Of course fully 90 per cent of all the property, improvements and luxuries of all kinds to be seen in Florida have been made by northern capital, but it is my candid judgment that northerners will continue to come to Florida and spend their money in the future as in the past. Hence, the state of Florida derived at least one benefit from that crazy boom of two years

ago. All of that mad crowd—affected with various stages of lunacy—were compelled to pay for gasoline if they drove about the state. Hence the fine school buildings and the exceptionally perfect roads are in evidence everywhere.

Our course took us from Daytona Beach, Fla., Deland, Fla.,—then southward, thence to Orlando, Sanford and Tampa. Deland is a progressive city with evidences of northern capital and enterprise on every hand. It has a high class tourist hotel and a college or two.

Orlando is probably the best and most progressive business town in central Florida. It is growing rapidly. Sanford is noted for the large quantities of celery grown in its environments. Several carloads of celery are shipped from Sanford daily.

CARS ENTER CANADA WITHOUT REGISTERING

New Ruling by Government Is Convenience to Americans Touring Northward

Customs officers at ports of exit are no longer required to register American owned motor cars leaving the United States for contiguous foreign territory, according to a bulletin issued by the touring bureau of the Chicago Motor club. The acting commissioner of customs, Frank Dow, issued an order, March 21, abolishing this procedure. Mr. Dow explained that a study of the question had failed to disclose any real benefit from the registration and he has, therefore, ordered it discontinued.

The text of the order, directed to collectors of customs follows:

It has been determined by an investigation and study of customs procedure in connection with automobile traffic that the registration of automobiles of American manufacture, owned by residents of the United States, crossing the boundary to contiguous foreign territory, involves time, labor and expense disproportionate to the value of the results obtained by the maintenance of this system.

It is accordingly hereby directed that the registration of automobiles of American manufacture, owned by residents of the United States, when crossing the boundary to contiguous foreign territory be abolished, and the use of Customs Form 4445 for such purpose be discontinued. On return to the United States, in lieu of the customs registration cards (Form 4445), the state registration cards will be accepted as establishing the American origin and ownership of such automobiles. Customs officers will exercise care in the verification of engine numbers and other data appearing on the state registration cards.

MOFFETT NAMED ON AERIAL COMMISSION

Rear Admiral William A. Moffett, chief of the naval bureau of aeronautics and former commander of the Great Lakes Naval Training station, was named a member of the Chicago aero commission Wednesday by Mayor Thompson.

The action disclosed the information that Admiral Moffett plans to make Chicago his permanent residence at the expiration of his naval service in 1932, and will continue to be identified with aeronautics. In the meantime he will serve in an honorary capacity with the Chicago group, of which Col. Paul Henderson is chairman.

REGARD CHINDBLUM HIGHLY IN CONGRESS

HAS SPLENDID RECORD

Plenty of Expert Testimony as to His Valuable Services in House; Leader in His Line

A special dispatch from Washington, D. C., that appeared recently in one of Chicago's daily papers, begins: "Two Chicagoans—Representatives Carl R. Chindblom and Martin B. Madden stand out in the minds of readers, on both the Republican and Democratic sides, as among the most valuable legislators in the present House of Representatives."

This article is one of searching analysis of the careers of both distinguished men and is absolutely non-partisan in character. The correspondent made an informal canvass of leaders of both parties in the House who have watched the trend of events on the floor for several sessions.

"House leaders," telegraphs the correspondent, "do not hesitate to admit that Representative Chindblom is rapidly forging into the front rank of parliamentary experts in that body, and there are many who predict that he will wield an increasing influence in the legal deliberations on the floor in future sessions. Furthermore, he is declared to have a wider grasp on general legislation than most of the members more prone to 'specialize' in particular types of measures."

Plenty of Testimony

There is plenty of expert testimony to be obtained on the subject of Chindblom's superior ability and service. Henry Rainey of Illinois, a Democrat who has been a member of Congress for a quarter of a century, offers unbiased and non-partisan tribute in the following words: "Mr. Chindblom has opportunities for service enjoyed by but few members of Congress. He has been assigned to the great Ways and Means Committee of the House, the most important of all the committees. I serve on the committee myself and while Congressman Chindblom and myself belong to opposite political parties, we are personal friends and usually find ourselves fighting for the same non-partisan economic propositions. He is a man of great ability. During my long service in the House of Representatives, covering a period of twenty-five years, I have never known a member of Congress who has so rapidly risen to a position of importance and influence in the House as has Mr. Chindblom."

Highly Regarded

"He has the respect of every member of the House, on both sides of the Chamber. He is one of the strongest debaters in the body, and in debate is a foe worthy of any man's steel. I often find myself in debate pitted against him, and I assure you I have acquired a great respect for his ability, his repartee and his skill. I never permit myself to engage in controversy with him in committee or on the floor, unless I am sure I thoroughly understand my subject."

In their periodic efforts to unseat Mr. Chindblom, candidates for congressional representative make charges and offer criticisms which seldom have foundation in fact and often are untrue. In the light of this complimentary comment from Washington, the idly vapors of ambitious contenders for honors vanish into the air.

BODY OF MISSING GOLF PROFESSIONAL FOUND

Mystery of Disappearance of A. H. Johnson of Oak Shore Is Solved

Mystery surrounding the disappearance seven weeks ago, of Arthur H. Johnston, 35 years old, golf instructor at the Oak Shore Golf club in Winthrop Harbor, was cleared up Monday afternoon when his body was found in the drainage canal near Howard street, the Evanston-Chicago dividing line. Both legs of the golf instructor were tied together and a rock weighing around 100 pounds, was attached to one foot.

Johnston is said to have left two notes warning others not to follow in his footsteps. Chief James L. Deverux of the Cook county highway police found the notes which led the police to believe that Johnston committed suicide.

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SEVERAL BITTEN BY DOGS ON NORTH SHORE

Lake Forest and Barrington in Reports of Cases; Rabies Widespread

At Lake Forest several persons were reported bitten last week by a dog suffering from rabies, and the entire village of Barrington was thrown into turmoil last week when a mad dog attacked a group of children shortly before 9 o'clock in the morning as they were playing near the St. Anne parochial school and bit three of them before he was beaten off. The dog disappeared for a time but returned an hour later to bite a man who was working as a bricklayer on a building in the business district. The animal attacked a section foreman, August Fents, on its way into town but failed to bite into the flesh on account of the heavy coat which covered the arm where the dog grabbed. The dog was killed.

The modern girl may not be able to darn stockings, but she can put on a spare tire.

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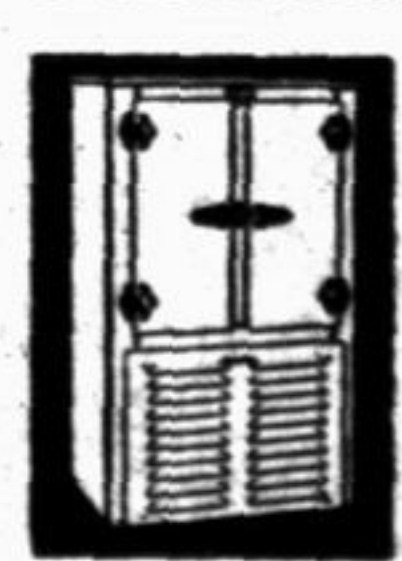
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