

MERCHANT MARINE NECESSARY TO U. S.

SAYS FAMOUS CAPTAIN

Former Leviathan Commander Declares Our Merchandise Should Be Carried In Our Own Ships

Here is a ringing statement on the merchant marine question by Herbert Hartley, former captain of the Leviathan: "Seventy-five to one hundred years ago—we were the world's greatest sea power. We carried nine-tenths of our own ocean commerce and the cream of the trade of the world. Our flag was known in every port. We were supreme on all oceans. We are not that today. Where we used to carry nine-tenths of our trade, just before the World War nine-tenths of our trade was carried in foreign ships. We pay them \$750,000,000 each year to do this, \$750,000,000 which we send out of our country and which could and should be spent on our own people. We Americans are the greatest travelers in the world. I know what Americans want, when they travel, and I know that if they can have faster ships than any now afloat more comfortable, and more magnificent, they will ride on those ships. But a merchant marine is not only for passengers. The backbone of the nation is the man who tills the soil. The ocean greyhound thrills us, and divides honors with the freighter. We need them both, and the one will follow the other."

Every real American who has studied the question will agree with Captain Hartley, says the National Republic. We need a merchant marine for economic reasons in time of peace and for safety in time of war. Great American ocean ships are of real benefit to every American whether he be a shipper or a consumer. An American merchant marine will prevent our being gouged by a foreign shipping trust. Everyone remembers what the foreign rubber trust tried to do to us. The only lasting remedy for that, we were told, was to grow our own rubber. It is true that the hold-up was defeated by the curtailment in the purchasing of rubber by American businessmen, but the same trouble may occur again.

With the shipping business it is a little different. If the foreign ship owners got together to gouge us, and we had no marine of our own, we

would have to pay the price, because there are certain commodities we buy aboard which we could not well do without.

The American ship program is of interest to the farmer because, in the case of a ship shortage due to some foreign war, unless Uncle Sam had ships to carry the farmers' surplus abroad, the grain might easily rot on the wharves.

There is no question as to the importance of the merchant marine. What is needed now is a real definite program to build it up, privately controlled, and give it such national legislative assistance as will make it possible for American ships to compete with those of other nations.

THIS ANIMAL GOES HOME BACKWARDS

African Warthog Has This Odd Habit; Specimens at Field Museum, Chicago

There is one animal which always goes into its home backwards. This suspicious creature, which fears to take its eyes from the possible approach of enemies as it enters its burrow, is the African warthog, of which several specimens are on exhibition in a group at Field Museum of Natural History. The animals, obtained in Somaliland, were mounted by the late Carl E. Akeley, noted taxidermist, sculptor and explorer.

The warthog is no beauty. One writer has described it as "more like the incarnation of some hideous dream than any other living (extant) animal." The warthog is a distant cousin of the domestic pig. It gets its name from wart protuberances on its face—especially marked on the male. The female is slightly more "beautiful." Both sexes have tusks, those of the male being the larger. According to Field Museum zoologists the warthog is not ferocious unless wounded or hard pressed, when it slashes viciously with its tusks. It has a short neck which prevents it from turning its head far, so when it wants to look back quickly it raises its spout straight up in the air.

Illusive Paths

The hill across the valley is steeper before you get there than ever it will be once you've begun to ascend.—American Magazine.

The Crucial Test

"How do you know you love that man?" asked the severe aunt. "Because," answered the flapper, "I can look at his neckties and keep right on looking."—Woman's Home Companion.

SAYS GAS TAX FUND MAY BE USED ON ROADS

Attorney General Carlstrom has decided that funds collected under the recently invalidated gasoline tax law can be appropriated for use on Illinois roads. The fund in the state treasury which amounts to \$6,137,541.42 is there subject to such appropriation by the general assembly.

Those who paid the gas tax without protest have no means of recovering it, according to the opinion of the attorney general announced a few days ago. Those who paid under protest have a remedy in chancery, and can secure an injunction to prevent the transfer.

CONTRACTS LET FOR PAVING AND BRIDGES

Much Work on Roads Being Done by State in Present Year Is Report

The following contracts for pavement, bridges and grading have been awarded by the state division of highways:

- Route 147, section 122A, Pulaski county, grading; to J. J. McCaughey, Chicago, \$115,099.95.
- Route 160, section 132, Madison county, pavement; Madison Construction company, Edwardsville, \$107,910.05.
- Route 160, section 133, Madison county, pavement; Madison Construction company, Edwardsville, \$155,089.95.
- Route 116, section 103, Tazewell-Woodford counties, pavement; L. B. Dyer Construction company, Hoopston, \$98,354.29.
- Route 116, section 102, Tazewell county, pavement; L. B. Dyer Construction company, Hoopston, \$98,354.29.
- Route 56, section 561B, DuPage county, bridge; Ferguson Construction company, Rockford, \$28,743.79.
- Route 158, section 133A, St. Clair county, grading; Kiefner and Gelle, Perryville, \$17,554.23.
- Route 103, section 103B, Adams county, bridge; to Herrick Construction company, Carlinville, \$17,338.27.
- Route 64, section 126B, Kane county, bridge, to Iowa Bridge company, Des Moines, \$11,436.74.
- Route 116, section 107, Woodford county, pavement; to W. D. Lonergan, Jacksonville, \$8,268.75.
- Route 117, section 113, Woodford county, pavement; to W. D. Lonergan, Jacksonville, \$86,304.18.

Route 11, section 45, Clark county, pavement; to J. W. Etchinson, Casey, \$57,432.77.

Route 88, section 123, Stark county, pavement; to Central Engineering company, Iowa, \$191,090.40.

NOTABLE COLLECTION OF PORTRAITS SHOWN

Drawn from Life by English Artist and Exhibited at Art Institute

The large collection of portraits of notable personages, drawn from life by William Rothenstein, the English artist, which has just been placed on view in the Print Rooms of the Art Institute, will give the visitor an opportunity to study the features and the personal characteristics of a large proportion of Europeans who have become famous in their chosen fields. Among the well known literary lights we see the faces of H. G. Wells, A. E. Russell, Henry James, Sir Rabindranath Tagore, W. B. Yeats, Thomas Hardy, Emil Zola, George Bernard Shaw. Among the artists we find John S. Sargent, Auguste Rodin, Gordon Craig, Muirhead Bone, Fantin-Latour, C. R. Ricketts, C. H. Shannon, Seymour Haden, Ivan Mestrovic, Aubrey Beardsley. Among the actors we note Max Beerbohm, John Gielgud, Ellen Terry, Couquelin, Henry Irving. Among the statesmen we see Ramsey Mac Donald, Lord Balfour, Lord Haldane, Jane Smuts. In all there are about one hundred and fifty of these human portraits for the visitor to study. In the adjoining gallery, for the first time we are privileged to see some of the choicest prints and drawings from the James Deering Collection, recently presented to the

Art Institute. Here are rare original drawings by J. McNeill Whistler, George Du Maurier, Dante Gabriel Rossetti, Sir Joshua Reynolds, Valasquez, Rembrandt, van Ostade, Veronese, Titian, Winslow Homer, and many others.

GREENLAND EDUCATOR TO STUDY IN ALASKA

Vorstander Bugge, principal of the seminarium at Godthaab, Greenland, will study at first-hand the schools for natives of Alaska administered by the United States Bureau of Education. The itinerary of Mr. Bugge was planned by Dr. J. E. Church, Jr., a member of the recent Hobbs Greenland expedition, in co-operation with Bureau of Education officers. It will take him as far north as Nenana, down the Yukon River to Golovin Sound, thence to Nome, and if time permits to Kotzebue and Barrow, returning by way of Little Diomed, Nome, and St. Lawrence Island to Seattle.

Page Mr. McGuffey

That Milwaukee kid who spelled a thousand words in a row without a slip must have held his audience spell bound.—Farm & Fireside.

No White Collar Job

One reason why a tramp is a tramp is that his "work" requires it.—American Magazine.

Gardening

"The only word Jed Jensen, the neighborhood gossip, ever does on his farm," says Grandpap Grundel, "is to rake up the past."—Farm & Fireside.

Some towns have a Clean Up Week, and then proceed to celebrate Get Dirty Week for the rest of the year.

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