SALE OF SHIPS IS PROOF OF SYSTEM

Australian Marine Fails Miserably Under Government Management; Bought by Corporation

A copyrighted dispatch to the New property which cost the Australian motorist is the by-pass.

The most significant point of this news is that this great British shipowner paid \$9,500,000 for a line which cost the Australian government \$36,000,000, says the National Republic. Here is another example of the fallacy of government ownership, Australia, which has made several socialistic experiments, decide that there was money in government shipping lines. The sum of \$36,000. 000 was expended in the investment Now the ships have gone into private hands at a loss of three-fourths of the investment to the government. Lession For America

There is a lesson here for Americans, too. We have our shipping problems. We are trying to build up and maintain a great merchant marine and we expect to do it. Several plans for such a marine have been offered. One of them is the plan of government ownership. It has been put forward by those who pretend to shudder at the word "subsidy" as referring to shipping lines. But the shipping business has cost our government many hundreds of millions of dollars. The great expenditure was necessary during the trying times of the World War, and we have found that government-owned shipping is a losing proposition.

Of course it has been necessary for the government to keep the ships and improve the service until the time came when these could be turned over at a fair price to private shipping interests. That time is arriving and a great many of the lines have been disposed of. We can now begin to look forward to the time when the government will get out of the shipping business entirely. This move will meet with the approval of the great majority of the American people. We all want an American marine for protection to our trade in time of peace as well as in time of war. But we have found that in America as well as elsewhere great projects of the kind can be operated better and more economically under private than public ownership. Those who hesitate at government aid to shipping as a burden on the taxpayers should stop to consider that government owned shipping lines have been a far greater burden on the taxpayers than any subsidy ever dreamed of by the most ardent advocate of the subsidy theory.

Privately-Owned Ships

By all means let us have our merchant marine, and let us have it privately owned, with the government seeing to it that American ships have a chance to compete fairly with low wages and low living costs in Europe, and still maintain the American standard of living. The government ship experiment will never work out. The latest news of the sale of the Australian line to private hands shows the direction in which the wind is blowing.

DO NOT FURNISH HOUSE LIKE A MUSEUM, ADVICE

Writer in Farm and Fireside Magazine Gives Advice on Subject

The collector hobby, present to some extent in almost every person's makeup, can be well served by spending a liftetime in collecting furnishings for the home things Miss A. Louise Fillebrown, writing on Home Decorations in the Farm and Fireside Magazine for June.

Furnishing a house is something that shouldn't be done in an afternoon or a week of afternoons, thinks the writer. It is, on the contrary, a lifetime job.

"Many a bride rushes into town and buys furniture for a whole house in less time than it takes to make her bridal veil," says the writer. "Some young couples buy a houseful of furniture on the installment plan and have ma do't to start with It is really nice furniture but often is not what they want nor what is most appropriate for their home. Hasty buying is always risk. Then there's the cautious couple who buy 'just do' furniture until the time when they can buy the house of their dreams. That's foolish too, I often think.

"It isn't necessary to buy all your furniture at once. You will have a more livable home if you furnish it piece by piece. It is well to buy good what you buy and use makeshift things for what you can't afford."

BY-PASS ROADS ARE NOW MUCH IN USE

PRIVATE OWNERSHIP DEST CITY A LOLDING BOADWAYS

Routes So Laid Out That Large Cities Are Skipped In As Far As Possible; Change From Old Rule

(By E. E. Duffy)

York Post from London recently de- Wandering cows no longer deterclared that "private shipping genius mine courses for highways. Today, scored heavily over government own- city streets and rural roads near popuership of steamship lines when Lord lous centers are usually located by Kyslant, formerly Owen Phillipps, regional planning experts who forefor the White Star Line bought the stall regret with study. One of the Commonwealth Shipping Line of greatest offerings of planning com-Australia, paying \$9,500,000 for the missions to the congestion-worried

government \$36,000,000." The dis- By-passes are simply city-avoiding patch continues that Lord Kyslant roadways. In the early days of this now controls 2,900,000 tons of ship- modern highway building era, it was ping and the capital of the compan- the avowed purpose of highway asies of which he is chairman or direc- sociations to place as many big towns tor amounts to a billion dollars, and and cities as possible on the route, thrown unmercifully on Chicago it is said that the service which his and these routes passed directly streets. companies give, is as good as the through the so called fortunate cities. The thought on this has changed.

ities are solving the problem by desig- the system is completed, that access

nating and constructing by-pass to Buffalo itself will be more easy routes which carry traffic around and and more comfortable and therefore, not through the city. Smaller com- inviting of more trade. munities find it profitable to construct | Smaller cities and towns are also substantial connecting routes that will seeing the wisdom of the by-pass.

Circular Roadways planned, or are under construction. care to step. New Jersey is busy constructing a "Crescent Highway" around Camden. This highway, from 28 to 56 feet in width, is part of a comprehensive plan formulated by New Jersey in the attempt to handle efficiently the great herd of pleasure seekers travelling to and from the New Jersey seaside resorts. By routing traffic around Camden, hopeless traffic tangles are

Chicago and Milwaukee some day hope to be joined by a wide express highway. It is planned, however, that this highway will not enter directly into downtown Chicago. The route will be laid west of Chicago to meet the Lincoln Highway. This highway is already routed away from Chicago so that through traffic will not be

In Other Cities

Detroit and Los Angeles also are Forcing traffic through cities is no making progress in by-pass building. longer held advisable, for the profit Buffalo located in Erie County, New accruing to the larger city is of doubt- York, is going forward rapidly with ful volume, and the attendant traffic a Greater Motorways system. Here congestion and discomfort doubtless again, wide pavements will carry make it uneconomical. The motorist through traffic around Buffalo. Bufin a hurry, too, is deserving of con- falo's business men consider this a sideration. Forward looking commun- wise move, for it is expected, when

attract trade but not through traffic. Many state highway departments now route main state highways around In the Philadelphia-Camden district towns rather than through them with great circular roadways are being wide connecting stubs for those who

Earnest, Not Temperate

There are some speakers on temperance who are earnest and temperate, says a seasoned observer in Farm and Fireside, and there are always others who are earnest.

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hole Wheat Bread	150	4 -	JUC	doz. French Pastries	• •
oat laisin Bran Bread		each	30c	each Sponge Cake, small	25
'lain Bran Bread	15-		40c	each Sponge Cake, layer	15c
oaf Trench Bread		Tittee Course Cake		Angel Food Cake	130
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ienna Bread		Almond Filled Coffee Cake	2	eacn ,	
otato Bread		each		Angel Food Cake	75c
rish Bread oaf	15c	Cinamon Coffee Cake	30c	Devils Food Cake	35c
oppy Seed Twist			35c	Devils Food Cake each	50c
arge Caraway Rye Brea		Bismarks	35c	White Layer Cake	35c
mall Caraway Rye Brea	d 10c	doz. Long Johns doz.		White Layer Cake	
arge Plain Rye Bread	150	doz	250	each Imported Lady Fingers	25c
mall Plain Rye Bread	100	doz	350	doz. English Muffins	
oaf Joston Brown Bread		Cake Doughnuts doz. French Doughnuts		doz. Lady Fingers	20
oaf Joston Brown Raisin Brea oaf	15c		4UC	Coc. Macroons	500
arker House Rolls		Q0Z,	4UC	Alm. Macroons	JUC
oz.		Doughnuts, chol. frosted doz.	4UC	lb. Sugar Cookies	\$1
oz. 🔉	25c	Pecan Nut Bread each	40c	doz. Lemon Cookies	25c
inger Rolls oz.	25c			doz. Fig Cookies	25c
rench Hard Rolls	25c	Form Coffee Cake	50c	doz. Ginger Cookies	25c
oppy Seed Rolls	25c	Butter Cream Coffee Cake	35c	Ginger Cookies	25c
an Rolls (10 in pan) sch	10c	Sweetheart Coffee Cake	400	doz. Oatmeal Cookies	25c
utter Rolls, plain	35c	each Danish Wreath Coffee Cake each	100	doz. W. Rock Cookies	25c
utter Rolls, filled	35c	Butter Pretzel Coffee Cake	TUL	doe.	
innamon Rolls		plain, each	30C	doz. Nut Cookies	230
)Z.	30c	Butter Pretzel Filled Coffee Cake, each	40c	Nut Cookies doz.	buc
	BASY	BREAD	- PA.	Palm Leaves doz.	30c
Three slices of Basy	Bread a	day helps reduce your weight	CO-MINE.	Fruit Wises a doz.	25c
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