

SALE OF SHIPS IS PROOF OF SYSTEM

PRIVATE OWNERSHIP BEST

Australian Marine Fails Miserably Under Government Management; Bought by Corporation

A copyrighted dispatch to the New York Post from London recently declared that "private shipping genius scored heavily over government ownership of steamship lines when Lord Kyslant, formerly Owen Philipps, for the White Star Line bought the Commonwealth Shipping Line of Australia, paying \$9,500,000 for the property which cost the Australian government \$36,000,000."

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.

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.

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.

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.

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 make-up, can be well served by spending a lifetime 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 to start with it. 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

CITY AVOIDING ROADWAYS

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

(By E. E. Duffy)
Wandering cows no longer determine courses for highways. Today, city streets and rural roads near populous centers are usually located by regional planning experts who forestall regret with study. One of the greatest offerings of planning commissions to the congestion-worried motorist is the by-pass.

By-passes are simply city-avoiding roadways. In the early days of this modern highway building era, it was the avowed purpose of highway associations to place as many big towns and cities as possible on the route, and these routes passed directly through the so called fortunate cities. The thought on this has changed.

Forcing traffic through cities is no longer held advisable, for the profit accruing to the larger city is of doubtful volume, and the attendant traffic congestion and discomfort doubtless make it uneconomical. The motorist in a hurry, too, is deserving of consideration. Forward looking communities are solving the problem by designating and constructing by-pass routes which carry traffic around and not through the city.

Smaller cities and towns are also seeing the wisdom of the by-pass. Many state highway departments now route main state highways around towns rather than through them with wide connecting stubs for those who care to step.

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 thrown unmercifully on Chicago streets.

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Detroit and Los Angeles also are making progress in by-pass building. Buffalo located in Erie County, New York, is going forward rapidly with a Greater Motorways system. Here again, wide pavements will carry through traffic around Buffalo. Buffalo's business men consider this a wise move, for it is expected, when the system is completed, that access

to Buffalo itself will be more easy and more comfortable and therefore, inviting of more trade.

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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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Loaf 15c	doz. 35c	Lemon Cookies doz. 25c
Large Plain Rye Bread 15c	Cake Doughnuts 35c	Fig Cookies doz. 25c
Loaf 10c	doz. 40c	Ginger Cookies doz. 25c
Small Plain Rye Bread 10c	French Doughnuts 40c	doz. 25c
Loaf 15c	doz. 40c	W. Rock Cookies doz. 25c
Boston Brown Bread 15c	Doughnuts wh. frosted 40c	Choc. Cookies doz. 25c
Loaf 15c	doz. 40c	Nut Cookies doz. 60c
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Loaf 15c	doz. 40c	Fruit Slices doz. 25c
Parker House Rolls 25c	Pecan Nut Bread 40c	Butter Cookies lb. 75c
doz. 25c	doz. 40c	
Sandwich Rolls 25c	Form Coffee Cake 35c	
doz. 25c	doz. 50c	
Finger Rolls 25c	Form Coffee Cake 50c	
doz. 25c	each 35c	
French Hard Rolls 25c	Butter Cream Coffee Cake 35c	
doz. 25c	each 40c	
Poppy Seed Rolls 25c	Sweetheart Coffee Cake 40c	
doz. 25c	each 40c	
Pan Rolls (10 in pan) 10c	Danish Wreath Coffee Cake 40c	
each 10c	each 40c	
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