

TRADE FLEET BACKBONE OF NAVAL POWER

NAVAL AGREEMENT RESULTING FROM LIMITATION OF ARMAMENTS CONFERENCE NULLIFIED UNLESS U. S. HAS STRONG MERCHANT MARINE, LASKER SAYS; CITES FLEET'S WORLD CRUISE AS ILLUSTRATION.

Note: This is the fourth of a series of articles on the Merchant Marine by the Chairman of the Shipping Board.

ARTICLE 4.

The great Conference on the Limitation of Armaments, which ended with such happy results at Washington, provides for American naval strength on an equality with that of Great Britain, Japan's in turn being forty per cent. less. This is known popularly as the 5-5-3 naval agreement.

But there can be no thought of naval equality if that equality is to rest on purely naval ships. A merchant marine is as much a part of a nation's navy as the capital ships of the navy itself. The veriest layman, if he but stop to consider, will realize that in time of war a navy requires ships for bunkering, ships for supplies, both of the cargo and refrigerator type, to an extent that no navy possesses in time of peace. In addition, the very backbone of a navy for offensive warfare is a merchant marine of the fast cruiser and raider type.

This was exemplified during the war by depredations committed by the PRINCE EITEL FREDERICH, KRON-ROEHR, FREDERICH WILHELM and MOEWE, and other fast German merchant ships on the merchant shipping of the world. It required a wide diversion of British naval ships to run down finally and drive these German commerce raiders off the seas. Thus in times of war fast merchant ships divert the very best of ships in naval service.

Merchant Ships Essential to Navy.

When a navy is engaged in either active warfare or a blockade at a great distance from the home base, it requires an unending merchant fleet of every type to keep it going—fast passenger ships for raiding, scouting and carriage of airplanes; refrigerator ships for bunkering; and regular cargo ships for other supplies.

We all too well remember, that when President Roosevelt made the proud gesture involved in the dispatch of our battle fleet around the world, it had to be bunkered and supplied in the Pacific almost entirely by foreign ships. Our naval giant, while impressing the world, at the same time proved its feet were made of clay. Such shame and impotency must never again come to America.

In addition to our naval needs, the late war has proved that if an army is to be transported, there must be an unending merchant marine under our flag. It is through the all too late and costly realization of this very need that we find ourselves in possession of our today's Government-owned fleet.

Naval Equality Threatened.

If we are to be on anything like a naval parity with Great Britain under the 5-5-3 program, then there is no problem before the American people that presses more urgently for solution than the problem of our merchant marine. As Secretary Denby has said, if all naval armament were ended by world agreement, Great Britain would be more powerful on the sea than ever in its history; because its vast merchant marine, could be used, if no other navy existed, for war purposes as well as to meet peace needs.

In the passenger and combination passenger-and-cargo ships, which are the very backbone of a merchant marine for war-time needs, we are still sadly deficient, for our war-built fleet includes few passenger ships. Of this type of ships America has today 75 compared to approximately 350 belonging to Great Britain, or almost five times as many such vital ships in favor of Britain as against ourselves. When age and speed, in addition, are considered, as considered they must be, the ratio is even higher in favor of Great Britain.

So that all thought must be put aside that there is any possibility of our being on a 5-5-3 naval basis with Great Britain unless and until we have a national policy to insure the merchant marine which must be added to the total of our navy to find the true basis of relationship to the naval armaments of Great Britain. To say, with-out such a merchant marine, that the Washington conference has resulted in naval equality between ourselves and Great Britain, is to display an ignorance that may be paid for, later in the humiliation of our country and at incalculable sacrifice of life and treasure.

Merchant Vessels War Need.

Because one of the major features of President Harding's program is the development of such a merchant marine under private American initiative he willingly entered into the Washington pact. With the Washington agreement came the cancellation of many naval ships building and the ten-year naval holiday. Unless an American merchant marine be created during that period, the art of shipbuilding will be largely lost to America; and if war should come again, we will find ourselves at sad disadvantage to the maritime nations of the world whose shipyards have been kept alive.

The legislative program proposed by the Administration and now before Congress is designed to meet at one time both the naval and peace needs of our merchant marine. In the next article I shall discuss these peace needs.

What Chile Is Like



View of Santiago, Chile.

(Prepared by the National Geographic Society, Washington, D. C.)

Chile, whose diplomats are in conference in Washington with those of Peru in an effort to solve the Tacna-Arica problem, might be called "the South American California." It is long and narrow, and its region of greatest development and population is a great, rich valley with low mountains separating it from the coast, and with a steep, snow-capped range towering above it to the east.

Chile is the longest and narrowest of all the countries of the world. It stretches 2,700 miles, from Cape Horn to the deserts of Tarapaca and Tacna, within the tropics. Its width is rarely more than 125 miles from the ocean to the Andean crest. If we were to place it upon a similar stretch of coast in North America, it would cover Lower California, California, Oregon, Washington, and British Columbia to the St. Elias district of Alaska.

Chile is divided into three sections by the natural features of the Pacific slope of the Andes. The northern is that of the semi-arid and desert region, which reaches from Peru southward to Valparaiso. It is an utter desert in the north and becomes less inhospitable toward the south. It is traversed from the Andes to the coast by short, deep valleys, separated by high spurs of the mountains, and communication from north to south has always been exceedingly difficult. Nevertheless, the Chilean engineers found a route by which to extend the state railway which links Puerto Montt, in a latitude comparable to that of New York, with Pisagua in the territories conquered from Peru, which has a latitude comparable to that of Mexico City.

Heart of the Country.

The central section of Chile extends through nine degrees of latitude for a distance of about 600 miles from Valparaiso to the island of Chiloe, south of Puerto Montt. This is the heart of Chile, the only portion of the country which can support a sufficient population to constitute a nation. The area is not large, about 100,000 square miles, and much of it is occupied by mountain ranges of great height and ruggedness.

But between the Andes and the coast range there extends in this section a valley similar to that of California, which is the seat of the Chilean people. Many rivers rising in the Andes descend to it and meander more or less directly westward through the coast range of the Pacific; but the intervening divides are nowhere of such altitude as to interrupt the continuity of the great valley that extends from north to south. Santiago is situated at its northern end, and flourishing cities are located at each favorable point on the railway that connects the capital with Puerto Montt.

The climate as we go from north to south becomes ever more humid, and we pass from the irrigated lands about Santiago to the dense forest swamps of the southern portion of the district. While much of the land has been cleared or is in the process of clearing, in a state which reminds one of our own Pacific coast 30 years ago, other areas remain impenetrable forests, still unexplored after nearly 400 years of occupation of the country.

The third section of Chile, extending southward from Puerto Montt through 14 degrees of latitude to Cape Horn, is like our southern Alaskan coast—a stretch of islands and peninsulas broken by intricate channels and profound fjords that penetrate far into the land. Tumultuous rivers descend from the Andes and debouch into the fjords in swampy deltas which are covered with dense forests.

The large island of Chiloe, which was conquered by Valdivia before the middle of the sixteenth century, is well populated and occupies a position with reference to the more frequented northern coast similar to that which Vancouver Island holds to San Francisco. Farther south the population becomes very scanty, glaciers descend from the Andean heights, and the savage but majestic scenery of Snythe channel and the Straits of Magellan suggests that of the inland

passage and Lynn canal of the Alaskan coast.

When Chile Expanded.

It is the extreme northern portion of Chile as shown by the maps that is now the center of interest. Chile did not always have a length of 2,700 miles. Until the last quarter of the past century, the northern boundary of the country fell more than 500 miles short of its present position. North of it Bolivia owned a coastal strip 200 miles or more in length, and Peru's southern border extended some 300 miles farther south than it does today. All of this region, which now forms the northernmost 500 miles of Chile, was considered of little worth, and much of it had not been explored.

When extensive nitrate deposits were discovered in the Bolivian portion of the coastal strip in the sixties, there was a rush like that to California's gold fields in 1849. A large proportion of the newcomers were Chileans. Friction arose between Chilean mining companies and Bolivian tax collectors, and finally in 1879 war broke out between Chile and Bolivia. Peru was drawn in as an ally of Bolivia, and the three-cornered war raged on for several years. At its conclusion Chile was completely victorious and extended her boundaries at the expense of the two vanquished countries. Bolivia became "the Switzerland of America" in a double sense; it is not only perched high among mountains, but by the loss of its Pacific provinces it became completely landlocked. This mountain country has attempted in recent years to buy from Chile a "corridor" to the sea.

Since the war of the Pacific, as it was called, Peru has had toward Chile the relations which Italy held toward Austria in the late Nineteenth and early Twentieth centuries. Tacna and Arica have constituted its "Peru Irredenta," and all its leaders have dreamed of restoring the lost provinces.

Economically, Chile has profited greatly by the war of the Pacific. Out of the former Peruvian province of Tarapaca and the former Bolivian province of Atacama (now the Chilean Antofagasta) have been taken since the war nitrates worth many millions of dollars, and much remains to be extracted. Valuable deposits of nitrate have come to light, too, in Tacna since the war. The export tax on nitrates supplies nearly three-fourths of the income of the government. Incidentally, in Tacna is one of the few areas along this desert portion of the coast capable of producing crops, and the section is therefore of great strategic value. These are some of the complex factors which make the Tacna-Arica problem much more than a mere question whether a plebiscite shall be held to assign the region permanently to either Peru or Chile.

Santiago the Capital.

Santiago is the chief city of Chile, but not in the same degree as Buenos Aires is of the Argentine republic. Buenos Aires has become almost the republic itself, in the sense that Paris is France; but Santiago is but the capital of the country, which has other cities that may compare with it in local importance. Santiago contrasts with Buenos Aires as the conservative capital of a small country with the metropolis of the continent. You feel in the Chilean capital the conservative character of the people; in Buenos Aires the liberal spirit of the world city.

Valdivia and his successors, the invaders of Chile in the sixteenth century, were soldiers bent solely on conquest, such as they had taken part in in Peru, for immediate gain; whereas, the colonists who in successive expeditions founded Buenos Aires came with wives and children, with horses, mares, and implements of husbandry, to settle in the land. Thus there was a marked difference between Chile and Argentina from the beginning.

The warring invaders of Chile met and mingled with a warlike Indian race, the Araucanians, and their issue is without question the most independent, the boldest, the most aggressive of South American peoples.

IMAGES REVERSED ON RETINA

Experiments Have Shown That Habit and Experience Counteract Effect of the Inversion.

The lenses of the eye produce on the retina an inverted image of objects looked at, and the question is often asked, "Why do things appear right-side up when their images are wrong-side up?"

It occurred to one investigator to try the effect of preventing the inversion of images on the retina. This was accomplished by means of an optical instrument that excluded from the eyes all light except that which passed through the instrument itself. The instrument was adjusted to the eyes at 3 o'clock one afternoon and was not removed (except at night, when the eyes were bandaged) until noon the next day. At first, to the person whose eyes were thus treated, everything seemed topsy-turvy and illusory, and the mind instinctively tried to imagine objects to be in the position in which they ordinarily appear. After a time, however, the feeling of the unreality of what was seen passed away, and the person experimented on even began to imagine everything that lay outside his field of vision to be arranged in the same way as what he saw. This goes to show that habit and experience counteract the effect of the inversion of images in the eyes.—Washington Star.

SEES HUMOR IN ETIQUETTE

Writer Considers All Forms in a Measure Ridiculous, but Sanctioned by Custom.

Nearly all etiquette is ridiculous, only we are more or less accustomed to it, and have largely modified its eccentricities. . . . Take kissing, for example. How well every man must remember how, when a small boy, he feared that his mother might kiss him in the presence of his schoolfellows. . . . What amusement, too, the kissing of foreign men on the railway platforms of the Continent has caused us! But witness the meeting of two great Morocco chiefs—the stately approach, the last few more hurried steps, and the graceful embrace as each bends forward and kisses the other's shoulder. I have seen the meeting of great men in Morocco in the hour of sorrow, when they have fallen upon each other's necks and wept. How few soldiers know that the origin of the salute they give today comes from the East, and is really no more than the movement of the subject to shield from his eyes the effulgent glory of his sovereign, only today it applies equally to the effulgent glory of his second lieutenant as well. Habit is everything, and prejudice scarcely less.—Walter B. Harris, in "Morocco That Was."

Whaling Always Perilous. Whaling, in spite of modern improvements, is a perilous profession—a life of hardship after hardship, coupled with monotony and unchanging scenery. Nothing but a storm-swept, leeberg-strewn sea and a port in a barren ice-capped island. Of course, to the Yankee whalers of a century ago the improvements of today would make the work seem luxurious and soft. No throwing of the harpoon by hand from a frail man-propelled craft at the mercy of the injured whale—no cold damp living quarters, but a warm steam-heated forecastle defying the rigors of an Antarctic climate.

From April to November the smaller boats and crews attached to the factories winter in Montevideo. Around November they reit for service and report for duty when the ships come from Norway. Most of the whalers are Norwegian, though the men on the smaller boats being recruited in the South American ports contain sailors from every country on earth.

As Busy as a Bee.

It is not considered primarily a government function to test the truth of sayings. But scientists of the United States bureau of entomology have prepared a test for one at least. They have devised a gate with a meter device to be placed at the entrance to a beehive. A telephone attachment there records electrically the passage of every bee as it goes out for honey.

What if the machine should shatter a tradition and prove that a bee isn't busy? What if this time clock showed he hung around the house every other day? We shall soon know what to think of this bee creature.

It is just as well for a phrase-lazy race that no one takes the trouble to prove whether a cat is weak, whether a dog gets especially tired, whether a fish drinks more than he ought and whether a lark is happy.—St. Joseph News-Press.

"Siamese Twins" of Tree World.

What may be called the "Siamese Twins" of the tree world is found on an island formed by two branches of the Mississippi river at Rock Island, Ill. The island, which is occupied by an arsenal of the United States government, embraces some 200 acres of luxuriant forest, comprising many varieties of trees, and almost in the center of it is the twin tree, an oak and an elm, the trunks of which, having grown close together many years ago, appear to be merged into a single bole to a height of five or six feet.

At this height the trunks are entirely separated, each bearing its own peculiar bark formation and foliage. The twin has been estimated to be a hundred years old, but is still of vigorous growth.

COAL

We Sell

**Niggerhead Maitland
And
Routt County Lump**

We sell for cash that's
why we sell cheaper.

FARMERS ELEVATOR

SCHOOL TO BEGIN

ON SEPTEMBER 11TH

Red Cloud, Nebr.

August 7, 1922

The Board of Education met in regular session at the Commercial Club rooms at 8 o'clock p. m., with all members present.

The minutes of meetings of June 5th and July 3rd were read and approved.

The report of S. R. Florance treasurer was read by secretary and ordered placed on file. Said report was from July 1, 1921 to July 1, 1922 and showed receipts of \$45,449.49 and Disbursements of \$40,803.05 leaving a cash balance on hand of \$4646.44.

The following bills were audited and allowed and secretary instructed to draw warrants for the same.

Grice & Grimes	\$ 7.15
C. L. Coating	1.95
Mildred Pope	25.00
S. R. Florance	26.79
C. J. Pope	75.00

The next matter taken up was making the estimate necessary for levy to conduct the schools for coming year.

On motion the following estimate was adopted for making the 1922 school levy.

Teachers salary roll	\$25,655.00
Janitors salaries	1,900.00
Fuel	2,500.00
Repairs and labor	500.00
Phones, light, water etc.	450.00
Text books and supplies	2,500.00
Incidentals	500.00
	\$34,000.00
Less cash on hand	8,000.00
	\$26,000.00
Less estimate of tuitions for 1922	5,000.00

Amt necessary to be raised by taxes \$21,000.00

This amount \$21,000 can be raised by a 9 mill levy in face of the fact that the assessed valuation of the District has decreased from \$3,000,056 in 1921 to \$2,449,000 for 1922.

Two mills were voted in addition to above to take care of interest on School Bonds and also retire \$2500 of Bonds on the Lincoln School Building.

The 1921 School Levy was 12 mills for general school purposes and 1 mill for bonds making total levy for 1921 of 13 mills.

The 1922 levy will be 9 mills for General School purpose and 2 mills for Bond, making total levy of 11 mills which is a reduction of 15 per cent from 1921 levy.

On motion September 11th was filed as the date for opening of school for coming school year.

The Secretary was instructed to place a notice in the Red Cloud papers that all parties who wish to take school children for coming year to notify the Secretary of School Board.

On motion by Overing seconded by Perry, Mrs. Christine Patmor was elected as substitute teacher in the grade school.

No further business appearing the Board adjourned to meet September 4, 1922.

B. F. PERRY, Secretary.

Notice To Creditors

In the County Court of Webster County, Nebraska
In the Matter of the Estate of Edward Heaton, Deceased.

Creditors of Said Estate will take Notice, that the time limited for presentation and filing of claims against said estate is November 24th, 1922, and for the payment of debts is January 22nd, 1923, that I will sit at the county court room in said county on the 25th day of August, 1922, to examine, hear and allow claims duly filed which are a first or second lien upon said estate, and on the 25th day of November, 1922, to examine, hear, allow and adjust all claims and objections of general creditors duly filed.

Dated this 28th day of July, A. D., 1922.

(Seal) A. D. RANNEY,
County Judge.

Notice to Creditors

In the County Court of Webster County, Nebraska
In the Matter of the Estate of Johnson B. Wisecarver Deceased.

Creditors of Said Estate will take Notice, that the time limited for presentation and filing of claims against said estate is November 10th, 1922, and for the payment of debts is December 20, 1922, that I will sit at the county court room in said county on the 11th day of August 1922, to examine, hear and allow all claims duly filed which are a first or second lien upon said estate, and on the 11th day of November 1922, to examine, hear, allow and adjust all claims and objections of general creditors duly filed.

Dated this 19th day of July, 1922.

(SEAL) A. D. RANNEY,
County Judge.

MICKIE SAYS

EVERY ONCE IN A WHILE A FELLER ASKS US TO JUMP ON TH' MANOR OR TOWN BOARD, OR COUNTY OFFICIALS OR SOMEBODY, HE'S PEEVED AT! NEWSPAPER EDITORS USED TO BE EASY ENUFF TO DO IT, BUT THEM DAYS IS GONE FOREVER, AS TH' POET SET!



CHARLES
SIMPSON

The Margin of Safety

Is represented by the amount of insurance you carry.

Don't lull yourself into a fancied security.

Because fire has never touched you it doesn't follow that you're immune Tomorrow—no today, if you have time—and you better find time—come to the office and we'll write a policy on your house, furniture, store or merchandise.

—LATER MAY BE TOO LATE—

O. C. TEEL

Reliable Insurance