

EVERY ONE OF THEM IS GOING TO BIG SHOW



These little pigs are taking a sun bath. That is why the photographer had so little trouble taking their picture. There were

four other babies in the family, but there wasn't room for all nine. But they'll all be at the show. Pork is so high in price that hog-

raising is popular. Big prizes for hogs are to be offered at the Nebraska State Fair, Lincoln, Sept. 3-8.

PROFITEERING NOT POSSIBLE SAYS LASKER

SHIPPING BOARD CHAIRMAN DECLARES MERCHANT MARINE AID MEASURE NOW BEFORE CONGRESS ELIMINATES ANY CHANCE OF EXCESSIVE PROFITS; SAYS MUST ACCEPT PLAN OR PROPOSE ALTERNATIVE.

Note: This is the last of a series of articles on the American Merchant Marine by Albert D. Lasker, Chairman of the Shipping Board.

ARTICLE 6.

One of the greatest problems the present Administration faced, at its inception, was the necessity, as covered by previous articles, for liquidating the Government-owned fleet so that it would pass into private hands, and the loss of Government operation, cause the creation of a privately owned fleet that would be rightly balanced for war and peace-time needs, and insure at the same time that the art of shipbuilding in America be kept alive in face of the ten-year naval holiday.

The President has proposed to the Congress the enactment of a series of aids that will put American shippers on the same basis with Great Britain, whose costs are next highest to ours; feeling that if we put ourselves on a parity with Britain, the ingenuity of America will conquer all other obstacles.

The bill proposes direct aids to ships in the form of a cash subsidy, which, it is estimated, if we should ultimately develop the 7,500,000 gross tons needed to carry half of the overseas trade of America, will cost the national Treasury approximately \$30,000,000. Should we reach that point, the losses of \$50,000,000 per annum now incurred in the operation of the Shipping Board would long before have ended.

Could Sell Present Fleet.

In addition, the bill proposes certain indirect aids, one of the chief being a deduction from income tax equal to five per cent. of the monies paid in freights. The purpose of this provision is to insure fuller cargoes.

The bill proposes a loan fund of \$125,000,000 at two per cent. minimum interest to aid those who would build types of ships we still need. Without the passage of the proposed bill and this feature, the art of shipbuilding in America will wither and die.

The desirable tonnage owned by the Shipping Board under the proposed bill will be disposed of at world market prices to American buyers, thus aiding the buyers to escape the handicap of initial high cost.

The Government believes that in addition to the vast sums that will come to the Treasury through the sale of the ships (which it feels cannot be sold without this legislation), the curtailment of operating loss will more than offset the subsidy charge.

It is proposed that fifty per cent. of all immigrant tonnage in American-flag ships. This provision alone will insure a volume of business in the North Atlantic that should give us a large growth in our third-class passenger business.

Aid Based On Differential.

The bill proposes that when proper facilities exist, the President may end the Army and Navy transport, contracting for our military transportation with privately owned ships.

Looking forward to closer co-ordination between rail and water transportation—a very basic essential toward the expansion of our trade—the bill proposes a scheme for bringing nearer together the Interstate Commerce Commission and the Shipping Board on subjects of mutual interest.

The subsidy to be paid our ships is computed on a differential based on a combination of speed, size and distance covered, thereby encouraging the building of a fleet that shall be balanced for peace and wartime purposes alike. The basic subsidy provides that every vessel of the United States entitled to direct aid shall receive a sum equal to one-half a cent per gross ton for each hundred miles covered, and increases with each knot, until at twenty-three knots and over the ship shall receive 2 1/2 cents per gross ton.

In the discretion of the Shipping Board, where essential lines are needed and the subsidy proposed in the bill is not sufficient, a subsidy up to double the amount provided for in the law may be allowed.

No ships getting the subsidy are to be paid for carrying the mails; the compensation they would customarily receive will go to the subsidy fund.

The subsidy fund is to be derived by reserving ten per cent. of the money's collected in duties as a revolving fund.

No Profiteering Possible.

A limitation of profits is proposed by the Government which while on the one hand forbidding profiteering, on the other hand insures no diminution in the inspiration of initiative and the consequent attraction of the necessary capital. This is accomplished by a proviso that after a ship has earned ten per cent. on its capital, half of the earnings shall be returned to the merchant marine fund until the full amount of the subsidy shall have been repaid.

In these articles I have briefly undertaken to sketch the history of America's rise and decline on the sea and the administration's plan to restore our merchant marine.

If any have a better program to offer, the Government, with an open mind will be glad to consider it. If no one has a better program to offer, then there are but two alternatives: Either adopt the President's proposals or continue the inert policy and loss of Government operation. No, there is still another alternative; and the Government's operation and make arrangements to sell the fleet abroad or scrap it. If this latter alternative were ordered by Congress, there is no doubt, to my mind, that within a few weeks of the America would realize the utter necessity of its merchant marine for its needs, and a unanimous cry would go up throughout the country demanding of the Congress that the ships be put back into service.

The farmer, the manufacturer, the miner alike, would find freight higher, deliveries more uncertain and business unstable.

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LEE WALKER

Successor to J. O. Butler

EIGHTEEN APPLES AND A PEACH



Just thought I would send you a picture of the box of apples I'm going to exhibit. See the postscript on the photo. If the apples prove as attractive as the owner they will certainly take a prize. Indications point to an unusually large exhibit at the coming show. Some liberal prizes for horticultural products are offered by the Nebraska State Fair, Lincoln, Sept. 3-8.

ALL DRESSED UP FOR THE SHOW



It is hard to tell which is prouder—the horse in his go-to-meeting clothes, or the owner who is holding him. Good farm horses of this type are needed badly in this territory to replace all those of inferior type, that farm work may be done more economically and large crops of farm products obtained. There'll be many at the Nebraska State Fair, Lincoln, Sept. 3-8.

Created Equal, But Not Free of Debt. Every child comes into the world endowed with liberty, opportunity and a share of the world's debt.—Massfield (OHIO) News.

Nowadays. One philosopher says "Look up!" Another says, "Watch your step!" Sure you've gotta be an acrobat to make good these days.

NO MEANS YES

By ANNIE M. CORBIN

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Priscilla was twenty, rather pretty, rather clever—just about the right sort of a girl for a rather good-looking, rather capable sort of a fellow, such as John was. Somehow or other, though, Priscilla hadn't wanted to answer "Yes" when the great, big question came along, because she had always been more or less a coquette, and she wanted frightfully to have John realize that she could make, oh, just dozens of men perfectly foolish about her.

That momentous night, as though she had suspected something, she left the telegraph office where she worked more in a hurry than usual, and when she reached home, and dressed, it was surprising what a flurry she was in. But you would never have known it, and of course John didn't either, when he saw her coming down the stairs. In fact, she was so alarmingly self-possessed and polite that, naturally, he became confused and, instead of giving her his new straw hat (bought that very evening at an outrageous price, especially for the occasion), he dropped it, and handed her his rubbers.

That was obviously a bad start for both of them.

John was commonplace, perhaps, but ever so much more restful than the cave person might turn out to be.

But you know what women do, just the same. They are extremely irritating, because they do insist on having their cave men, and you know all the time that they don't know what they are talking about. Well, hours and hours of time limped past. By the time twelve o'clock struck, the minutes began actually to trot. Before any more of them could get by him John asked her. He couldn't talk by this time, so he whispered it.

And, of course, she said she wouldn't, and he put his rubbers on and went home, and they were both miserable.

Well, here she was again in that horrid office, ticking away at the most monotonous messages. As if she cared whether Samuel had cut a tooth or not, or, for that matter, whether Elmer Higgins was coming, and wanted Peter Trudger to meet him! She hoped Elmer Higgins would miss his old train, and that Peter Trudger would have to trudge home again. And as for curling whether Western Coal had gone down two points, and the thing to do was to buy! She hoped Abrash (what a silly name!) would forget to buy, and would be miserable about it afterwards. You see, she was miserable herself, and it didn't seem so bad if she knew other people were miserable, too.

There is consolation in company, be its common emotion joyous or dismal. She had been wishing bad luck on all sorts of people for what seemed a long, long time, when a rather nice looking, though extremely nervous, young man came in. He actually blushed when she looked at him. Why, he acted just like John had, last night. Oh! her poor, dear John!

After he had scattered the money all over her desk, and had dropped his change twice, he went out. Then she read it, and she saw why he acted so much like John.

"Mary Wilkins, "303 Pleasant St., "Huntersville, " "Why, she lives in the same town!" said Priscilla to herself.

"Will you marry me?" " "Why?" said Priscilla, her eyes round, in a surprised sort of way.

"Signed, Harold." " "What an idiot!" she said. "Doesn't he dare even to ask her? The way John did?"

Why, what a difference there was, after all! John had asked her face to face, and here was this stupid Harold person, whom she had at first thought nice, who had to telegraph!

She didn't know just how to send the thing, but she typed it, and gave it to young Jerry to deliver, and told him

to hurry with the answer (if there was any), because it was important.

When he came back with the message to be sent in the same queer way to the nervous young man, she realized that all women were about the same, too. It said "No!"

Then she wanted to do the wildest thing she ever thought of. She actually started to change it to "Yes." She blushed as she thought of it, and felt as if the whole block was going to fall over. Then she became angry, and sent it, with a great big No in capitals, typed with the red ribbon—but she did it reluctantly.

"Mary Wilkins ought to know better!" she said. And Mary did, for, a half-hour later, a young lady, who looked as though her whole life was a desert of buried hopes, almost ran into that office and sent this message:

"Harold Butterfield, "403 Pleasant St., "Huntersville, "

" "Why?" said Priscilla. "The very same street!"

"I've changed my mind.

"Signed, MARY."

Well, Priscilla hugged herself, for want of some one else, and then she sent that telegram. Then she wrote another for herself, a little different from Mary's.

"John Rabbit, "39 Hill St., "Huntersville, "

"I've changed my mind. Come at seven.

"Signed, PRISCILLA."

She sent that, and then began to "up" the minutes.

Rubber Culture.

An interesting parallel has been drawn between the different varieties of rubber trees in the tropics and those of maple trees in this country. Out of about 1,000 varieties of trees, all of which produce more or less rubber sap, only forty or fifty have been found whose product is considered commercially valuable. When a would-be cultivator of rubber goes to a tropical country and sets out a plantation of rubber trees, which the natives know do not belong to the right variety, he causes amused comment, such as would be excited by a South American who came to the United States and bored holes in soft maples with the expectation of obtaining sugar sap. Experience has shown that excellent rubber trees transplanted from their native habitat to other regions having apparently identical soil and climate may flourish in growth, yet lose their producing power. Rubber culture requires great expert knowledge.—Philadelphia Ledger.

Leopards Not All Tropical.

When we look at the leopards in a menagerie our minds instinctively turn to pictures of the hot tropics and the torrid lands of the equator. But there are leopards that love the snow, and never willingly descend below the levels where snowstorms occur in summer as well as in winter.

There is at least one specimen in this country of the "snow leopard," whose home is among the lofty mountains about Tibet. Thousands of tanned skins of the snow leopard are carried to Shanghai for sale, but the living animal is rarely seen away from his cool mountain home.—New York Herald.

Human "Game Preserve" in Australia.

In Australia a preserve, or sanctuary, has been established for the benefit of human beings, the remnants of a native race that is still in the Stone age of civilization.

These modern men of the Stone age wander over a vast region in the arid interior of Australia. About their number little is known, but the total is estimated at 2,000 or thereabouts. Many of them never have seen a white man. A large portion of this region is practically unexplored because of water scarcity and the danger of attack by the natives.

Helpful. The only obstructionist we can tolerate is the friend who puts a good thing in our way.—Boston Transcript.

Master's Note.
A very deaf old lady, walking along the street, saw an Italian turning a peanut roaster. She stood looking at it awhile, shook her head and said: "No, I shan't give you any money for such music as that. I can't hear any of the tunes, and besides it smells as if there were something burning inside!" —The Congregationalist.

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Passenger car carpenters and repairers, 70c per hour;

Freight car carpenters and repairers, 63c per hour;

To replace men on strike against decision of the United States Labor Board.

Young men who have finished their farm or other work for the season apply at once, before it is too late, for positions as helpers in the car and locomotive departments where every opportunity will be provided to enable you to qualify for positions paying higher wages.

For further particulars and transportation, if accepted, call on or write Master Mechanic, C. B. & Q. R. R., Wymore, Nebr.

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.

The Margin of Safety

Is represented by the amount of insurance you carry.

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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—

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