

Billion Dollars Made Available for Road System

Despite Depression of 1921, The United States Votes Vast Sum for Improved Highways

By HOLLAND. Should the contemplated Great Lakes and St. Lawrence ship canal be built, it may cost a total of not far from \$300,000,000. Yet in the four months beginning with August, 1921, nearly \$350,000,000 was fixed upon as the estimate of the cost of new road and street improvement projects in the United States.

In addition, in those four months the people voted aggregate appropriations of nearly \$240,000,000 for new streets and roads. The proposed canal reaches a total of \$590,000,000. The planned highway improvements, including the sum already voted for these improvements, covers much of the United States. And it is a significant fact that notwithstanding business depression in 1921, highway construction and improvement continued, even increased. Many of the people were suffering more or less, because the business and industrial depression was a whole, and the highway program was a part of the recovery.

Highways Now Appreciated. It was stated recently by E. L. Bowler, president of the American Road and Builders Builders Association, that the highway program is being carried out in the United States in a more systematic and efficient manner than in any other country. He pointed out that the highway program is being carried out in a more systematic and efficient manner than in any other country.

With considerably more than \$1,000,000,000 now available for road and street improvement projects in the United States, it is not surprising that the highway program is being carried out in a more systematic and efficient manner than in any other country.

Some months ago Daniel Willard, president of the National Road and Builders Builders Association, spoke of the future of transportation in the United States. He pointed out that the highway program is being carried out in a more systematic and efficient manner than in any other country.

Then there is the financing of the great industry. Although not more than \$1,000,000,000 is available for road and street improvement projects in the United States, it is not surprising that the highway program is being carried out in a more systematic and efficient manner than in any other country.

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THE GUMPS---



WILL IT'S TOO BAD - I WANTED AN MICE AND PHEW TO HAVE DINNER WITH ME...

THAT'S TELLING 'EM, UNCLE BIM



GO TO FRIENDS FOR ADVICE - TO A WOMAN FOR PITY - TO STRANGERS FOR CHARITY

War Department Activities Are Shown by Weeks



Washington, Jan. 23--Policies and activities of the War Department, with reference to land forces of the country are reviewed in a letter to the chairman of the senate and house military committees made public today by Secretary Weeks.

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Economy Needs Recognized But Opposition Indicated to Destroying Efficiency of Army.

Washington, Jan. 23--Policies and activities of the War Department, with reference to land forces of the country are reviewed in a letter to the chairman of the senate and house military committees made public today by Secretary Weeks. The letter, which is accepted by some officials as revealing the administration's policy for future treatment of the army, is regarded as showing that while the secretary recognizes the demand for economy and the need for savings aggregating millions of dollars, he opposes any effort to destroy either the efficiency of the army or its present organization.

Following action of the armament conference, the National guard and other scientific developments of warfare, the letter shows steps have been taken to apply new methods to army training.

Seek Private Opinions. It is understood that questionnaires dealing with every phase of scientific warfare have been prepared by the general staff and are being distributed to commanding officers are required to submit answers, giving not only the thoughts of their troops on gas, aviation and other weapons, but also to reflect the prevailing civilian opinions. From them it is expected a policy will be shaped in accordance with predominant beliefs.

The letter refers to development of the army in its three components, the regular forces, the National guard and the organized reserve. Perplexing problems involved in the reduction of the regular strength to 150,000 have been met, it says, and organization of units allotted to the National guard has progressed. The first strength report ever submitted of the organized reserve, the letter adds, shows a strength of 2,900 reserve officers assigned to units and 50,000 others available for assignment.

Plan Good Training. For further training of the National guard by the states, the letter indicates that the department's decision to offer to the states, under revocable licenses, the wartime cantonments and real estate at Camp Lee, Va.; Camp Jackson, S. C.; Camp Dodge, Ia.; Camp Pike, Ark., and Camp Grant, Ill. In each instance, the states will be required to bear the maintenance expenses.

It is planned to retain Camp Meade, Md.; Camp Travis, Texas; Camp Lewis, Wash., practically in their present condition, as permanent stations of the three regular infantry divisions. Camp Devens, Mass.; Camp Dix, N. J.; Camp McClellan, Ala., and Camp Carter, Mich., have been selected for training centers of the first, second, fourth and sixth corps areas, respectively.

About \$4,000,000 has been saved by reduction of the army transport service and withdrawal of 225 vessels in harbor boat service and coast artillery boat service, about \$1,550,000 through sale of waste, about \$4,900,000 by reorganization of the supply depot system, about \$1,200,000 by revision of clothing allowances and about \$730,000 by reorganization of the remount service. Many other items are enumerated.

Market, Financial and Industrial News of the Day

Live Stock

Omaha, Jan. 23, 1922. Receipts were: Cattle, 1,000; sheep, 1,000; hogs, 1,000. Market was steady. Prices for various grades of livestock were reported.

Financial

The New York Times. By FRANKLIN K. SPRAGUE. The action of today's stock market was decided by the closing days of last week. Irregularity prevailed throughout the session and changes were for the most part represented by the fractions. Furthermore, the volume was not large and there was every evidence that something of a waiting situation had been brought about. Other financial markets were also without any degree of buoyancy.

Omaha Grain

Omaha, Jan. 23. The run of wheat and corn for the two days about equal last week, but were much larger than last year. Total of all kinds of grain aggregating 288 cars as compared with 309 cars previous week and 191 cars last year.

Chicago Grain

By CHARLES D. MICHAELS. Chicago, Jan. 23--Realizing sales following a bulge of 7,800 11-c over Saturday's finish, proved too much for the market. While sentiment remains distinctly bullish, the close was at net losses of 3-8/16c, May showing the most strength.

Omaha Produce

State of Nebraska, bureau of markets. Omaha market. LIVE POULTRY. White, 1.50; Yellow, 1.40; Blue, 1.30. Eggs, 1.20. Butter, 1.10. Cheese, 1.00.

New York Quotations

Range of prices of the leading stocks furnished by Logan & Bryan, 245 Peter Street building. High, Low, Close, Sat. Am. Sugar, 117 1/2, 117, 117 1/2, 117 1/2.

Chicago Closing Prices

By United Grain Co. 2621, Jan. 23. Wheat, 1.17 1/2; Corn, 1.15 1/2; Soybeans, 1.15 1/2. Market was steady.

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Advertisement for Northwestern Bell Telephone Company. Features a woman on a telephone and text: 'To KEEP in touch with home or business, to get information quickly, to avoid expensive trips, or for any business or social purpose, "Long Distance" is the dependable way.' Includes phone numbers and company name.