

Federal Subsidy Breathes New Life Into U. S. Shipping

FIVE MORE \$100 WINNERS NAMED IN MAP CONTEST

Grand Prizes Still to Be Announced.

BY WILLIAM SHINNICK.

The last of the weekly awards in The Tribune's \$3,500 map contest are announced in this issue. Recipients of \$100 prizes are:

Robert H. Nau, 4855 North Washburn avenue, Chicago.

Viannah E. Gale, 1127 Skokie Ridge drive, Glenview, Ill.

Harry E. Royse, 511 Federal building, Indianapolis, Ind.

George E. Benson, Stevens Point, Wis.

Frank W. Cherry, 422 Abbottsford road, Kenilworth, Ill.

There remains still to be done the awarding of the three grand prizes of \$500, \$300 and \$200 for the champion, second and third best entries. Announcement of the winning entries probably will be made two weeks from today. The task of the judges of the contest may be realized when it is stated that the entries approached the \$3,000 mark. It was necessary for the judges to put aside a hundred maps, many of them worthy in all respects, but not quite as good as the winners, for each one chosen in the weekly contests.

All Will Have Chance.

All of the prize winning maps up to now will have a chance in the final selection. So, too, will a large number of entries that arrived at the last and were not quite in time for this week's consideration. In addition, many which failed by a narrow margin will be reexamined by the committee of experts.

It is noteworthy that in the maps and the letters which accompany them there is a wide diversity of opinion on what considerations should be given predominant weight in reassigning the states of the Union—a question which seems to be in the realm of the theoretical, but which undoubtedly is occupying a large place in the thoughts of the people of the whole United States. Frankly, The Tribune has been surprised by the number of contestants and the high quality of their work.

Entries Better Each Week.

This quality has become more marked with each passing week. It is only fair to say that some of the rejected maps in the last two weeks were better than some prize winners at the start. In the very nature of the contest there can be no completely fixed standards for so enormous a subject. Uniformity of opinions would not be desirable at this stage of the consideration. It is considered better to let the people with all their opinions bring them out into the open.

The contestants have really begun to group themselves into schools of thought. There are those who insist that population should be a principal factor in defining a new lineup of states. The Nau and Cherry maps, designated No. 21 and No. 25, are of this type. Others insist that it is not logical to have vast expanses in the west under one state administration, and seek to balance areas and populations as well as to give metropolitan areas room to expand while relieving them of domination by rural sections in their legislatures.

The authors of the Gale and Royse maps, No. 22 and No. 23, state explicitly that population equalization is not a major consideration, although they both minimize the inequalities to some extent. Traditions, habits, access to large markets, natural boundaries and other considerations are even more important, according to Mrs. Gale. Mr. Royse has striven to give metropolitan areas their correct bounds and attempted to include natural resources which are a source of controversy, when divided among states, to single commonwealths.

Symmetry Not Vital.

Mr. Benson, whose map presents a greater irregularity of outline than any of the others, insists that symmetry is not vital. He then goes on to list the things which he believes a recast system of state lines should accomplish. They are:

To equalize the state populations for fairer governmental representation; to give metropolitan areas room for expansion; to allow to each state a common distributing focus for its hinterland; to have populations bound by common social, economic and racial interests; to have boundaries follow natural lines; to let each state have enough wealth to provide it with roads and educational institutions; and to grant to each enough population to support an economical administration while holding the area down to convenient size. His states would range in population, he says, from two million to thirteen and a half million.

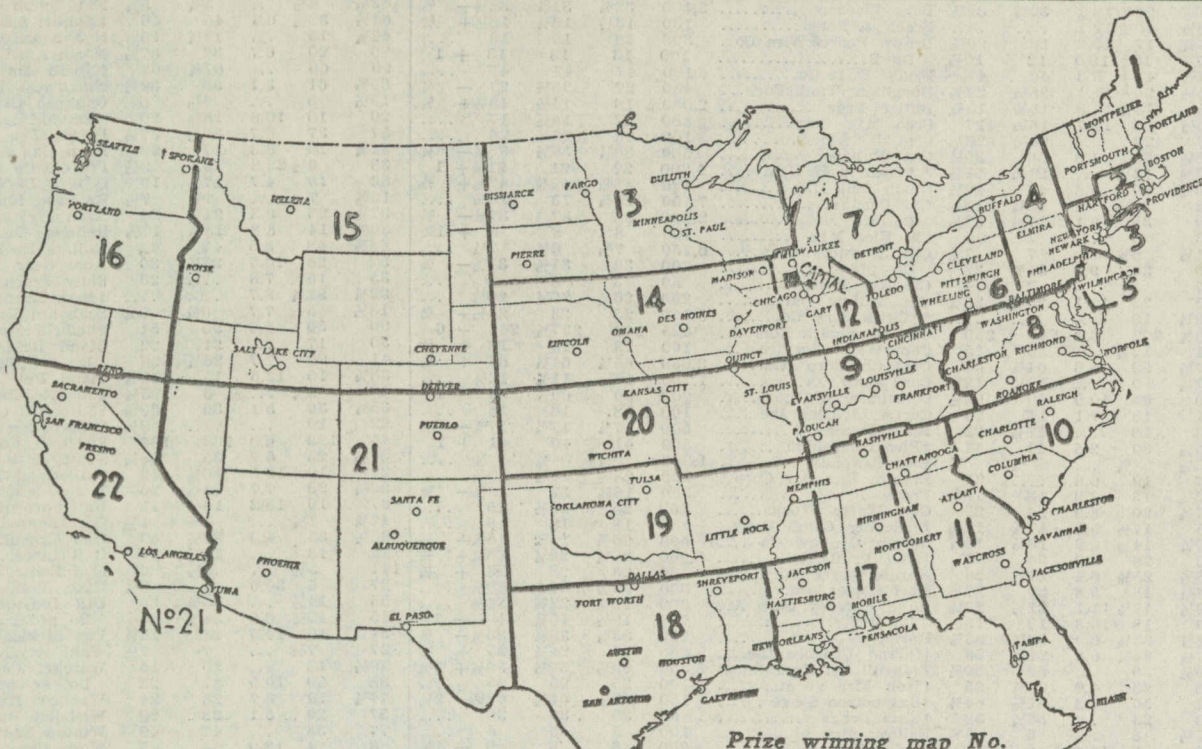
Another claim Mr. Benson advances is that his map would give the various states a much better control of interstate transportation. He favors Kansas City as the capital of the nation rather than Washington.

Capital North of Chicago.

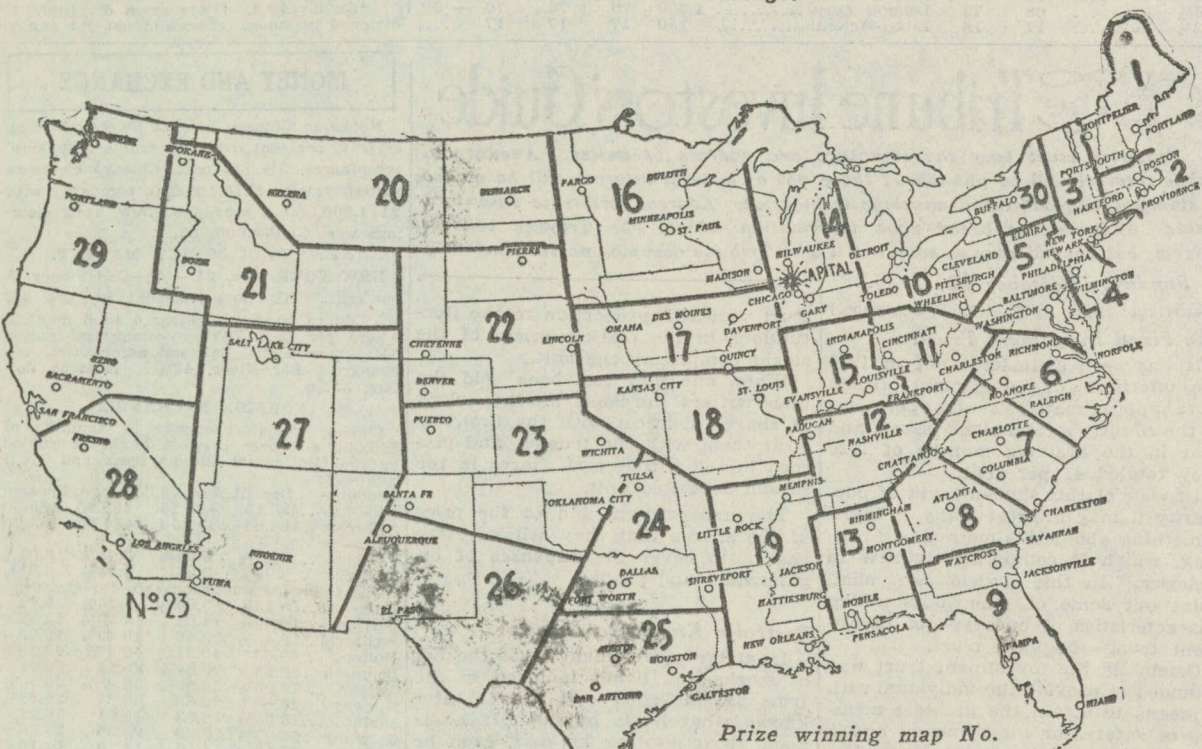
Mrs. Gale believes that the capital should remain at Washington. Her map is also more conservative than most in following the present state lines where there is lacking a definite and imperative reason for change.

Mr. Royse holds that the capital should be located north of Chicago

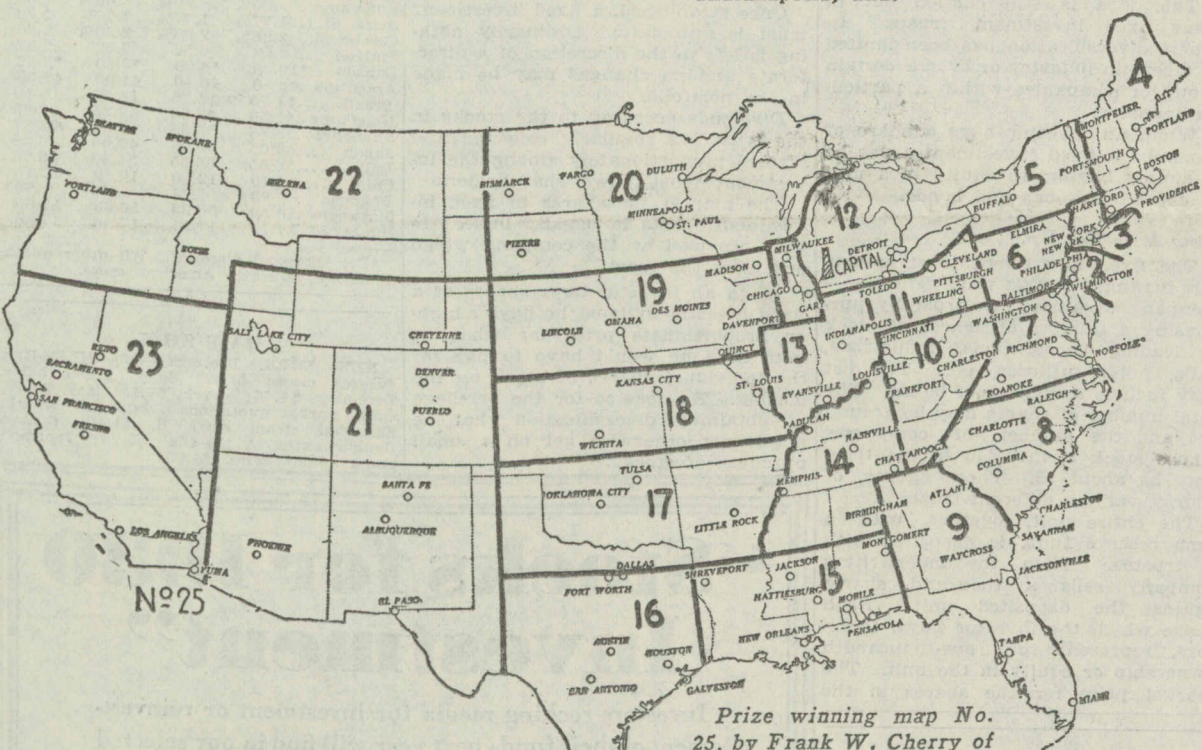
FIVE MORE MAP MAKERS WIN TRIBUNE PRIZES



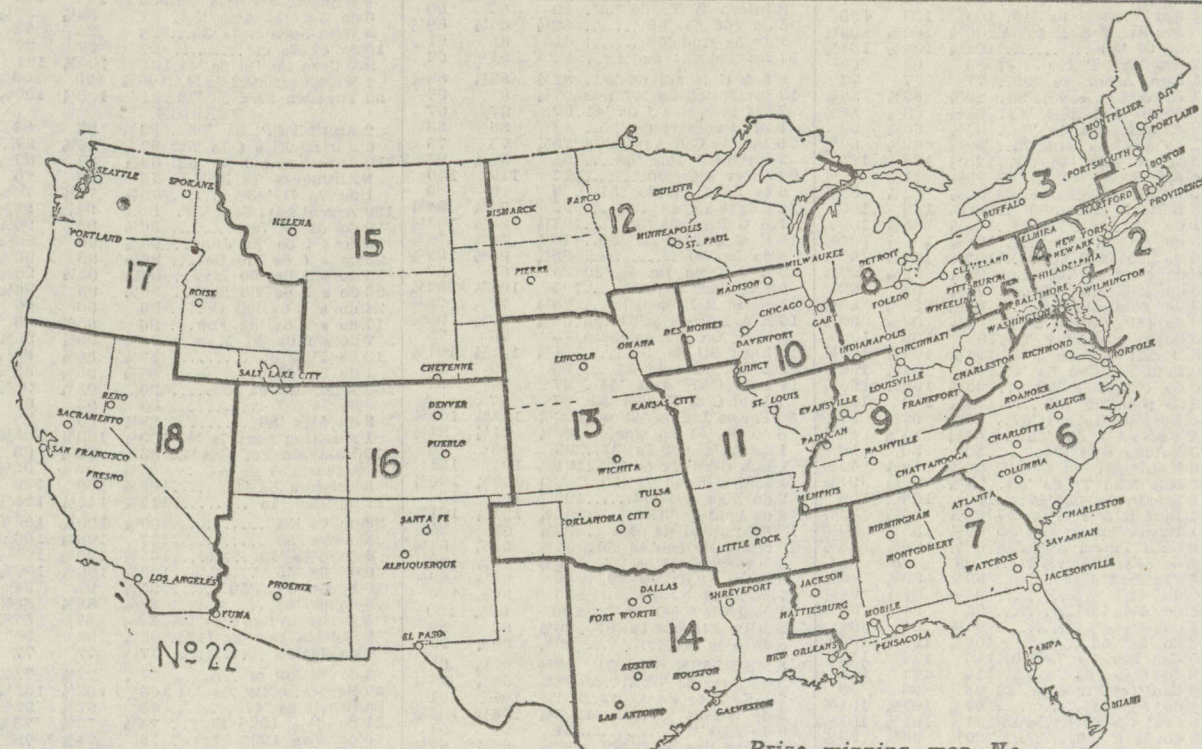
Prize winning map No. 21, by Robert H. Nau of Chicago.



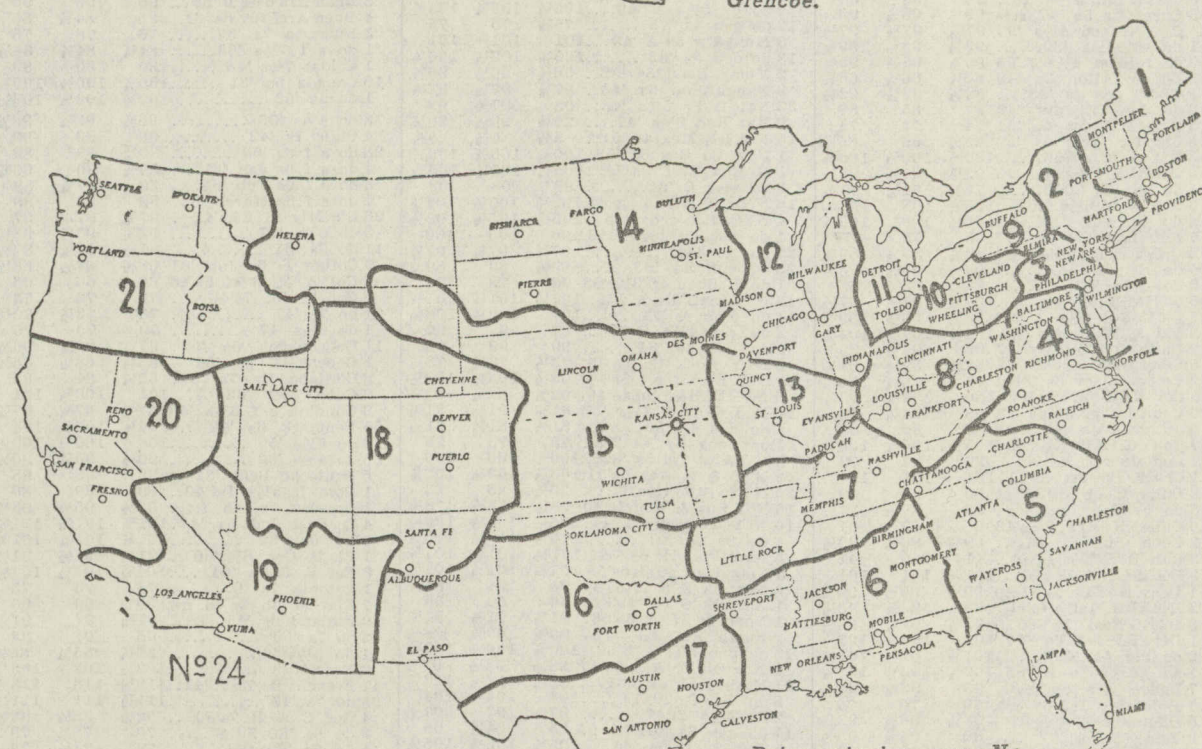
Prize winning map No. 23, by Harry E. Royse of Indianapolis, Ind.



Prize winning map No. 25, by Frank W. Cherry of Kenilworth, Ill.

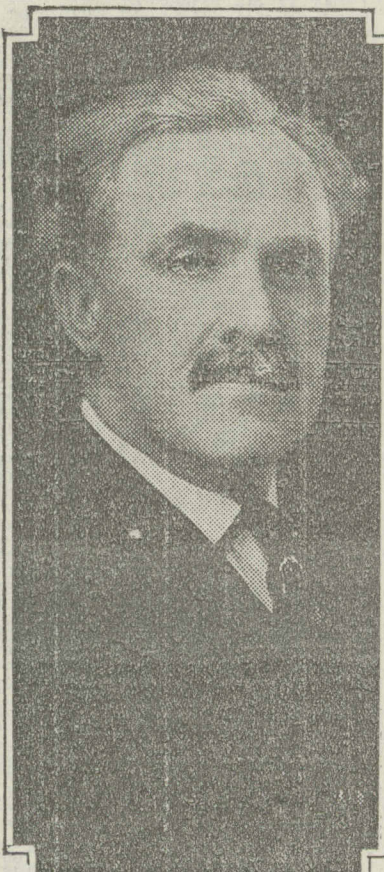


Prize winning map No. 22, by Viannah E. Gale of Glenview.

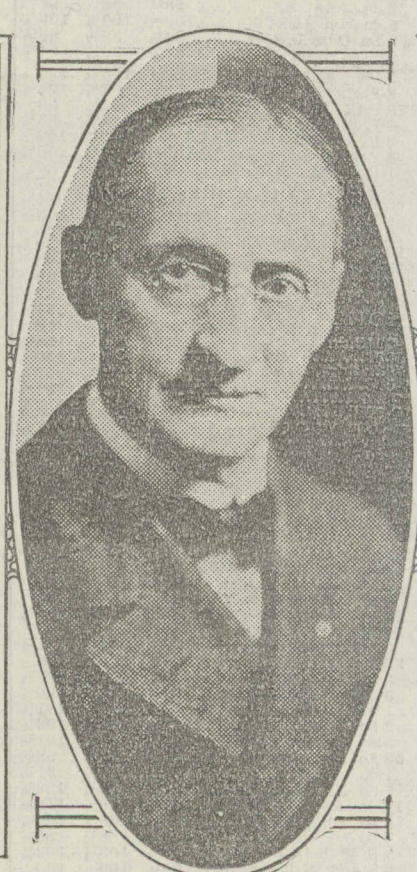


Prize winning map No. 24, by George E. Benson of Stevens Point, Wis.

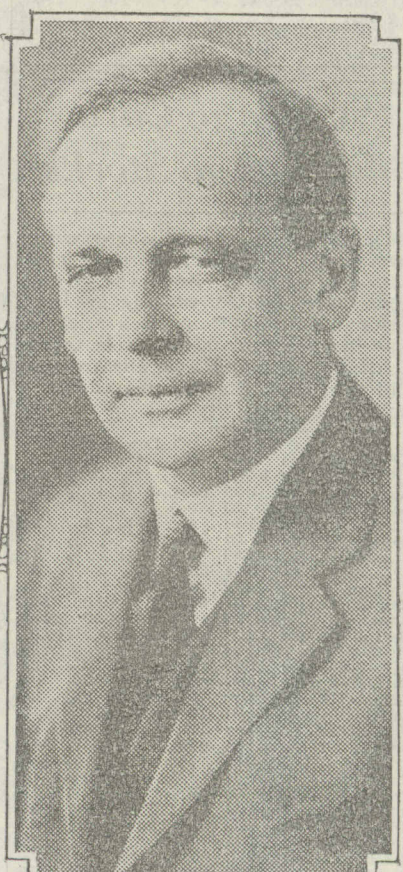
JUDGES IN TRIBUNE MAP CONTEST



WILLIAM J. BOGAN.



WALTER DILL SCOTT.



CHARLES E. MERRIAM.

THREE EMINENT SCHOLARS PICK FINAL WINNERS

Contest Ends; Grand Prizes Coming.

Each week for five weeks THE TRIBUNE has been publishing the winning designs in the contest to lift the face, or map, of the United States and bring it up to date. Each winner has been awarded \$100. Now come the grand prizes.

Three eminent scholars have taken up the task of selecting the grand prize winners. The three maps they select will yield their entrants \$500 as first prize, \$300 as second, and \$200 as third prize. The judges have entered into their work with enthusiasm. They agree with THE TRIBUNE that many of the designs reveal a high quality of workmanship and a thorough knowledge of the needs of the country and its various states, and this makes their job unusually hard.

The time limit in the contest expired last Thursday. All entries received up to that time are eligible for the grand prizes, whether or not they got in on the five weekly awards of \$100 each. The winners in the finals will be announced as soon as the experts have completed their judging.

The Three Judges.

Superintendent William J. Bogan of the Chicago public schools, President

CARSON PIRIE SCOTT WILL EXPAND DRESS FACTORY OUTPUT

Plans to expand by over one-third the output of their Dorna Gordon dress factory, Montrose and Maplewood avenues, are announced by Carson Pirie Scott & Co. The plant will be equipped for the additional production immediately. It was doubled in size a year ago.

"The demand for wash frocks in the last year has exceeded the expectations of the most optimistic. We are looking for an unprecedented business in this merchandise during the forepart of 1930. Chicago is becoming more and more a leading factor in the manufacture of women's apparel," said Robert L. Scott.

Walter Dill Scott of Northwestern university, and Prof. Charles E. Merriam of the University of Chicago are the three final judges.

After thirty-five years in the harness, Superintendent Bogan has a national reputation as an educator. He is one of the nation's leading authorities on vocational training. As principal of Lane Technical High school, he made it a model for other technical schools to follow. He has taught education at the University of California, and has held his present position since June of 1928.

Educated in this country and abroad,

President Scott holds degrees from five universities and colleges. Formerly a professor of psychology and education, he has been head of Northwestern since 1920. He is a member of numerous scientific and honorary societies and is the author of a number of treatises dealing with advertising, business affairs, and psychology.

As president of one of the great universities, he occupies a commanding position in the educational field.

Merriam Widely Known.

Prof. Merriam also has studied in both the United States and Europe and holds five degrees. In the teaching profession he is best known for his work in political science, of which he has been professor, as well as head of the department, at the University of Chicago since 1911. But he also is known throughout the country for his efforts to put his theories into practice. He came into the limelight in 1911 when, as an outstanding alderman, he was Republican candidate for mayor of Chicago.

President Hoover last Thursday appointed Prof. Merriam a member of the new national research committee on social trends.

Brennan Packing Co. Has \$397,921 Net Profits for Yr.

In its statement for the fiscal year ended Nov. 30, released last night, Brennan Packing company reported net profits of \$397,921. Current assets were reported at \$2,374,724 against current liabilities of \$91,521.

MAIL CARRIERS DRAW PAY FOR NEXT 10 YEARS

Can Now Compete with Foreigners.

BY ARTHUR SEARS HENNING.

Washington, D. C., Dec. 21.—[Special.]—The American merchant marine is being revised by means of subsidies. Under the merchant marine act of 1928 the postoffice department is contracting for the carriage of international mail by American ships for the next ten years on the principal foreign trade routes on terms so remunerative to ship owners that they can compete profitably with foreign lines enjoying lower construction and operation costs.

Under the same act the shipping board is making loans at 3½ per cent from a \$250,000,000 revolving fund to builders of ships in American yards, the ships to be operated under the American flag in foreign trade.

The term subsidy does not appear in the act, nor the euphemistic word subvention, but the aid extended is nevertheless a subsidy and is so recognized unofficially.

They Changed Their Minds.

Enactment by congress of this legislation so soon after the failure of President Harding's ship subsidy bill astonished shipping men and statesmen alike. It went through both houses with comparatively little opposition. That a change had taken place within five years in the legislative attitude toward government aid to the merchant marine was apparent and various theories have been put forth to account for it.

Some hold that the agitation by the farmers for the sort of subsidy provided by the McNary-Haugen bill vetoed by President Coolidge had taken the popular course off subsidies. The shipping men were in the same boat with the farmers. The argument for a farm subsidy and for a ship subsidy were identical.

The farmer asked aid because he was compelled to buy in a protected domestic market and sell in an unprotected world market. Likewise, the American ship owner is compelled to build his ship, buy his supplies, make his repairs, and hire his hands in the protected domestic market with its higher costs and to compete in an unprotected world market with foreign ship owners operating at a fraction of American costs.

One Signed, One Vetted.

Like the farmer, the American ship owner asked the same protection enjoyed by the American manufacturer under our tariff system. It is pointed out in this connection that many of the agrarian statesmen who had voted against the Harding ship subsidy bill supported the ship subsidy bill of 1923 without a murmur. In the meantime they had failed to get the farm subsidy past Mr. Coolidge and were preparing to try again. They voted for the ship subsidy which Mr. Coolidge signed, and then passed another farm subsidy which, like the first one, Mr. Coolidge vetoed.

Another powerful influence that figured in putting over the ship subsidy of 1928 emanated from seaboard states from the ports of which shipping lines were operating. These states were to be sold to private owners who would benefit from the subsidy. The chambers of commerce in these states organized and swung the business men of the country into line for the legislation.

Still another important influence, in the opinion of many, was the failure of the Geneva navy limitation conference of 1926. A reaction unfavorable to Great Britain, which had blocked an agreement, swept the United States. Great Britain had a great merchant marine, constituting a powerful naval auxiliary. The idea began to take hold that we must build not only cruisers but a merchant marine. The upshot was the authorization by congress of fifteen new big cruisers and one airplane carrier and the passage of the bill to encourage the building of a new American merchant marine.

Paid for Carrying Mail.

The subsidy provided by the Jones-White act takes the form of compensation for carrying mail from the United States at rates not in excess of \$1.50 per fractional mile for ten knot vessels of not less than 2,500 tons, \$2.50 a mile for ten knot vessels of not less than 4,000 tons, \$4 a mile for thirteen knot vessels of not less than 8,000 tons, \$5 a mile for sixteen knot vessels of not less than 10,000 tons, \$6 a mile for eighteen knot vessels of not less than 12,000 tons, \$10 a mile for twenty knot vessels of not less than 16,000 tons, and \$12 a mile for twenty-four knot vessels of not less than 20,000 tons.

If a ship of the last class is faster than twenty-four knots the postmaster general is allowed the discretion of paying proportionately as much more than \$12 as the speed of the ship exceeds twenty-four knots. Thus a twenty-eight knot ship would be entitled to \$14 a mile. Additional compensation must be allowed when American manned airplanes are used to expedite transfer of the mails between shore and ship.

Under the terms of the act the postmaster general and the shipping board determine the number and character of ships required. By virtue of this provision forty-one new ships are to be constructed to operate, in addition to existing ships, on forty principal trade routes, and thirty other vessels

[Continued on page 9, column 1.]

TRADING SLOWS UP, PRICES DECLINE IN BANK STOCK MART

Trading slackened considerably in Chicago bank shares last week and prices developed a moderate lower tendency.

Continental Illinois Bank and Trust forfeited its gain of the previous week, selling as low as 68½, ex-dividend, but it firmed up toward the close to 69½ bid, offered at 69½. Central Trust company of Illinois after early sales at 41½, reacted to a close of 39½ bid, 39½ asked, off 15. Foreman State National dropped 15 points at 80½ to 81½, ex-dividend.

National Bank of the Republic after the expiration of the rights, was lifted approximately 10 points to high sales at 170, but it later fell back to 150 to 154. Union Bank of Chicago was in supply at 350 with best bids at 325. Northern Trust changed hands at 77½, at which price additional stock was offered, but there was little interest on the buying side. Peoples Trust and Savings was unchanged at 490 to 500. First National was heavy and under pressure, losing 20 points at 625 to 700.

best maps this week have from eighteen to thirty states outlined is held as evidence that practical considerations are being given great weight.

Some criticisms have been leveled at the contest on the ground that nothing can be done about the inequalities that exist, in wealth, in representation, in area and in facilities for doing business. Some of the contestants even have submitted maps with the states just as they are, insisting that nothing could be gained by proposed changes. It is admitted that no map printed here is going to be a guide for immediate action. A simpler problem, the regrouping of railroads into consolidated systems, has already cost the

government a hundred million dollars and has not been accomplished. But it is a live subject and eventually results will be achieved.

The intention was to sound out the views of TRIBUNE readers and to get as many maps as possible to bring out new ideas. Those already published and the final decisions on the grand prize winners have given or will give the public a generous insight into how much better things might be if a logical arrangement of state boundaries on a modern basis could be made.

UTILITIES LEAD IN IRREGULAR CURB RECOVERY

[Chicago Tribune Press Service.] New York, Dec. 21.—Utilities led an irregular recovery on the curb market today. Standard Power and Light, with a runup of nine points, was the star of the group. American Gas and Electric, Electric Bond, Superpower, Cities Service, United Light and Power, and others were prominent in the movement toward better price levels.

The market, however, was not especially buoyant even in the amount of interest created for certain issues. Prices continued to reflect the unsettled state of mind prevailing in securities circles.

The recovery this morning was held in most quarters as a natural one, in view of weakness of previous sessions this week. Despite the better tone, Ford Motors of Canada, a receded nearly a point. Fansteel Products was lower, as were many investment trust issues.

The curb market displayed strength at frequent intervals on the early part of the week, but in the last few days the situation again became one of pronounced weakness. Toward the end of the period many stocks suffered violent declines. These movements failed to promote support among banking interests which in November and going to be a guide for immediate action. A simpler problem, the regrouping of railroads into consolidated systems, has already cost the