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Harding to Give Effect To Jones Marine Act

Washington—One of the early acts of the Harding administration will be to put into effect the Jones Act for the promotion and maintenance of the American merchant marine.

This act was finally approved by President Wilson June 5, 1920. It provided for the appointment of a new shipping board to consist of seven members. The President, however, did not send in their names to the Senate until after election. By that time the Senate had become convinced by a majority of seven millions of votes that the people were not in favor of the confirmation of Democratic office holders. So the Wilson nominees were not confirmed and on March 4 their appointments expired. With the appointment of a new board, four of them Republicans and three of them Democrats, the law will go into effect.

In the new law it is stated as a national policy "that it is necessary for the national defense and for the proper growth of its foreign and domestic commerce, that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or naval emergency, ultimately to be owned and operated privately by citizens of the United States; and it is hereby declared to be the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of such a merchant marine, and, in so far as may not be inconsistent with the provisions of this act, the United States Shipping Board shall in the disposition of vessels and shipping property as hereinafter provided, in the making of rules and regulations, and in the administration of the shipping laws, keep always in view this purpose and object as the primary end to be attained."

Arthur Wells Hails From Danville

Says Two National Celebrities Came Out of That Illinois Town—"Me and Uncle Joe"



Arthur Wells, the three-hundred-pound member of the Apollo Duo, hails from Danville, Ill., home of Uncle Joe Cannon, and he smilingly says that Danville has produced two national celebrities—"me and Joe." Both are national institutions. Arthur Wells is as widely known in the Chautauqua world as Uncle Joe is in Washington. For seventeen years he headed the famous Apollo Concert Company, known all over the United States. He comes to Chautauqua this year with Mrs. Wells alone. They present two musical programs so varied in character that it might well trouble a company of five or six people to duplicate them.

MUST PAY HIGH FOR PASSPORTS

European Countries Tax Americans Equivalent of \$10, the Rate Here.

LESS FOR OTHER TOURISTS

President Mitchell of the Red Star Line Suggests Action by the United States Chamber of Commerce—Peasants Go Back to Land.

New York.—According to Percy V. G. Mitchell, president of the Red Star line and general manager of the International Mercantile Marine company in Belgium, the charge of \$10 for an American visa on passports is not only a tax upon immigrants who have to pay the high rate of exchange, but also upon American business men abroad.

"Since the charge for a visa has been raised from \$2 to \$10," said Mr. Mitchell, "the countries in Europe have retaliated by making Americans pay the same amount. They have arranged to base their charges for a visa on a sliding scale. For example, I have to pay 175 francs for my visa at the Belgian consulate because I am an American, while an Englishman has only to pay 10 francs, which is a big difference when a man is accompanied by members of his family."

All Are Doing It.

"Since the war Europe has been split up into a number of small countries, and each of them is charging Americans the equivalent of \$10 in United States currency. A business man has to pass from one country to another to get anywhere, and in each case he has to pay heavily because the State department in Washington, without any reason that I have been able to learn, has raised the fee to \$10."

"The citizen of the United States has to pay \$10 for his passport in the first place, and then to pay another \$10 to return from abroad, and the same amount for the countries he visits on the continent. Why the United States Chamber of Commerce has not taken up this question, which is so important to American business men traveling through Europe, I am at a loss to understand."

Tourist Travel Hit.

"In addition it will also interfere with tourist travel in the summer, which had already decreased considerably through the increase in passenger fares made necessary by the high cost of operation of the steamships, increased wages, food, fuel, etc."

Mr. Mitchell said the Belgian government was putting the peasants back on the land in Flanders, and in place of the small cottages with earthen floors which were demolished by the German guns they were erecting neat, small houses with tiled floors and modern sanitary conveniences. From what he had heard recently in Brussels before sailing for New York, the government would not rebuild Nieuport, the former fashionable seashore resort, as it had

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been blasted to pieces by shells and bombs, the avenues approaching it being ruined.

Dixmude, where the severe fighting took place at the bridgehead on the Yser, was to a great extent demolished also, but the people had started to return there in the summer of 1919 and build on the ruins of their former homes. The Belgian peasant loves his country and does not want to go abroad to live, Mr. Mitchell added.



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