

Michigan Press Association Rallies at State Metropolis

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guests took taxis for Navin Field, where the Detroit Tigers and the Cleveland Indians were clashing at each other. Here again they felt that they were most cordially welcome, for the management not only recognized the MPA badges at the gate, but the courtesy of the press boxes was also extended to those of the publishers who desired to sit up among the scribes and the radio announcer. At the Thursday afternoon game, which was won by the Tigers by a score of 6 to 4, they saw one player realize that glowing ambition of every baseball player, to come to bat with the bases loaded and slam out a home run. Outfielder Johnson of the Tigers was the lucky player and his wallp over the scoreboard put the game in the hands of the striped cats of the Navin menagerie. A few devoted fans passed up the attractions of the proving grounds trip Friday to attend the game, but had to mourn with the Tigers, who were taken into the wile-wam of the Indians to be properly scolded for their antics of the day before.

Magnificent Fox Theatre Opens Doors
One of the largest and most magnificent of Detroit theatres, the new Fox on Woodward avenue, just above Grand Circus Park, gave hearty welcome to the Michigan Press Association by opening its doors to all members at all performances of Thursday and Friday. The official badge of the MPA was the open sesame to the portals and those who availed themselves of the privilege were most enthusiastic at the splendor of the grand play house and the intrinsic merit of the attractions presented. A trip of inspection to this wonderful world of amusement is mighty well worth while and one can spend fruitful hours in admiring the sheer beauty of the edifice and its barbaric splendor of furnishings. The attractions are always of the very highest class and it is recognized as one of the most magnificent theatres of the United States.

The Glorious Trip to Put-in-Bay
A most fitting climax to the three-day visit of Michigan newspaper folks to the City of the Straits was Saturday's golden trip to Put-in-Bay. For this trip the Ashley & Dunlap Steamer Line had tendered the courtesy of the big, fast steamer, "Put-in-Bay," which makes daily trips to this most delightful Ohio resort. Nearly two hundred of the newspaper people availed themselves of the opportunity to make the trip. A most perfect day could not have been desired, not too hot, not too cool, with just a slight breeze rippling the waters of the Detroit river and island-dotted Lake Erie.

Leaving Detroit at 9:30 o'clock the boat had barely left the dock before the orchestra started toe tingling on their way to the spacious dance floor, where 8,000 square feet of polished surface tempted the activities of those who love to dance, while those moderate wanderers about the six upper decks and enjoyed the magnificent scenery.

We passed under the skeleton of the new Ambassador International bridge, which is to unite Canada and the United States with another steel link. The bridge was to have been ready for traffic by July 4 of this year, but it was discovered in time that the huge steel cables which had been strung were of wire which was faulty in manufacture. Promptly the defective cables were cut down and replaced and new cables of tested and approved wire are now being strung, and present plans are to have the stately and graceful structure completed by the first day of 1930.

Glimpse New Tunnel Sections
Further down the river we had glimpses of sections of the new tunnel which is being constructed under the Detroit city at the foot of Randolph street, to make an underwater hook-up with our sister country. These big sections are built at Gibraltar and are then towed up the river and sunk into place in a huge underwater trench excavated by dredges.

Swiftly the big "Put-in-Bay" sped past all other water traffic except the flying hydroplanes and soon we were out on the sparkling ripples of Lake Erie, the huge twin screw propellers, driven by the 3,000-horse power en-

gines making play of the swift pace toward our destination.

Shortly before noon we got our first glimpse of the towering Perry monument which dominates the scenery of that section of Lake Erie. It was not until we had landed, however, that the full majesty of this great marble shaft impressed itself upon us. Erected by the United States government, jointly with the states of Michigan, Ohio, Pennsylvania, Illinois, Wisconsin, New York, Rhode Island, Kentucky and Massachusetts, the imposing shaft commemorates the Battle of Lake Erie, September 10, 1813, and is dedicated to the principle of international peace by arbitration. May it not have been erected in vain. It is constructed of Bedford granite, is 352 feet high, 45 feet in diameter at the base and 35 1/2 feet at the top. An open air promenade, protected by a 5-foot parapet, at the top of the monument, is reached by an elevator. The walls are 10 feet and 9 inches thick at the base and 5 feet at the top. For the first time since the monument was erected, the federal government tendered the courtesy of a trip to the top of the monument, the Michigan Press Association receiving that marked honor, and nearly every member of the party made the trip to the top, where a most beautiful view of the lake and its many islands is to be had.

Met by Ohio Newspapersmen
Arrived at Put-in-Bay, we were met by a party of Ohio newspapersmen, headed by H. E. C. Rowe, field manager of the Ohio Newspaper Association, and were given a hearty welcome to the soil of the Buckeye state. Most of the Ohio publishers had their families with them and the newspaper folks of the two states were soon fraternizing in true newspaper fashion. Promptly all were seated in the dining room of the Crescent hotel, where W. F. "Bill" Panzer, manager of the Detroit office of the Western Newspaper Union, acted for his company as host to the fraternity, at a bounteous luncheon, and the lake ride proved its full efficiency as an appetizer.

The list of Ohio newspaper people who joined us at Put-in-Bay follows: Mr. and Mrs. Paul G. Mohler, Berea News and Olmstead Falls Towne Grier. Mr. Mohler is also President of the Buckeye Press Association.

Mr. and Mrs. George Frank and daughter, Grafton City. Mr. Frank is also a former director of the O. N. A. and is now Sec-Treas. of the Lake Erie district.

Mr. and Mrs. Sam Kuesthardt and Miss Martha Kuesthardt, Port Clinton Progressive Times. Mr. Kuesthardt is president of Lake Erie district of the O. N. A.

Mr. and Mrs. H. C. Ramsdell, Sycamore Leader. Mr. Ramsdell was formerly president of the Harding district of the O. N. A.

Mr. and Mrs. H. P. Warwick, Bowling Green Democrat. Mr. Warwick is Sec-Treas. of the North-West district of the O. N. A.

Roscoe Carle, Fostoria Daily Times. Mr. and Mrs. Fred Keller, Dix, Prospect Monitor.

G. H. Speck and grandson, Pemberville Leader.

H. E. C. Rowe, Secretary and Field Manager of The Ohio Newspaper Association.

Visit Points of Interest
Following the luncheon the company scattered for visits to the tower, the caves, the concessions and the other attractions of the famous resort; and the time passed all too swiftly until 4:15, when the "Put-in-Bay" returned from Sandusky and Cedar Point on its return trip. Safely stowed away on board, the time passed happily in dancing, cards, visiting, and watching the scenery until six o'clock, when the go-go announced the dinner hour. Here again we were placed under still further obligations to Mr. H. T. Ewald, head of the Campbell-Ewald company, by being guests at a "steamship dinner" which was all that heart and stomach could desire. And what we did to that dinner was a plenty, and some of our "nobody's business" Mr. Ewald, our host, was unable to be with us, as he was in New York say-

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FIRST STEAMBOAT WAS NOT BUILT BY FULTON

RESEARCH reveals strange and unexpected facts. Robert Fulton did not build the first steamboat. Neither did he build the second nor the third. And his famous Clermont, which has come down in popular history as the first steamboat, was not Fulton's first.

When we get to digging into dusty records we discover that one William Henry, of Lancaster, Pa., had a boat which was operated with a steam engine and paddles in 1760. It was a cumbersome affair and early in its career was accidentally sunk. That dampened the hopes of William Henry.

John Fitch a little later built an other boat, an improvement over Henry's effort. It was sixty feet long, eight feet wide and its paddles were fitted in the stern. It made a speed of seven miles an hour and recently showed that George Washington, Thomas Jefferson and Benjamin Franklin were among those who marveled at its mechanical wonders. Fitch's boat, though it worked, was a financial failure. He committed suicide in 1795 when his backers deserted him.

Next to try his hand at steamboat building was John Stevens of New Jersey. After experimenting over a period of ten years he launched his first boat in 1798. Stevens was the first to use a screw propeller. About the same time inventors in England were at work on the same idea.

Robert Fulton was born in a small town in Pennsylvania in 1765. At years after Henry had tried out his

Dust Prevention Methods Win Public Approval

The subject of dust prevention has become proportionately important each year with the constantly increasing number of automobiles on the highways, and with the addition of new miles of improved gravel roads. Each year sees the dust problem become more acute—and each year, until very recently, it has become increasingly costly.

A motor trip through the State shows the remarkable progress made in the prevention of dust by officials and citizens who are aware to the costliness of dust both from the standpoint of road maintenance and damage to crops, homes and estates, and general business.

Our State Highway Department and county and municipal officials have been foremost in a study of dust prevention methods and can, as a result of their efforts, point with pride to considerably over 1,000 miles of moist, dustless, well-maintained gravel roads. Cities, towns, and small communities which a few years ago were seen only through a haze of dust are, today clean, refreshing and inviting in appearance.

Pioneers in dust prevention, supported by favorable newspaper editorial comment and enthusiastic public approval, found that Dowflake Calcium Chloride produced by the Dow Chemical Company, Midland, Michigan, opened the way to comparatively inexpensive dust control and better road maintenance methods. It was found that this white, flaky product absorbs moisture from the air as soon as applied to the road surface, and holds the road materials in place, binding them into a moist, firm surface, thereby preventing dust particles from being blown away.

The efforts of officials, supported by public opinion, are responsible for a keener enjoyment of motoring, pleasanter living conditions, better business in communities, and cleaner fruits and crops for the farmer. Dust is a common enemy which every citizen can help to combat by giving his or her support to the officials responsible for its control, and by recommending the clean, odorless, non-tracking, inexpensive method.

STRAY THOUGHTS

Many persons mistake ambition for ability, and thereby hang a "tail." Those who are big enough to profit by wise advice seldom need to seek it.

Truth walks through life naked and unadorned—Falseness alone resorts to many guises and disguises.

Some people are not big enough to endure success, which perhaps accounts for them not having any.

Even those who want the earth may be weighed and still be found wanting.

A motor knocks going up hill; a man going down hill.

A Glimpse of Peaceful Land and Water in the Put-in-Bay District

