

## An Auto Trip

The readers of *The Commoner* may be interested in a brief account of an auto trip which I recently made with my wife from San Antonio, Texas, to Los Angeles. A Willys-Knight sedan was the car used and the distance, about fifteen hundred miles, was made in nine days' travelling, exclusive of days devoted to rest and repairs. The six hundred miles from San Antonio to El Paso followed the Old Spanish Trail, more than half of which is a first-class road, part hard surface and part a well graded gravel road. Of the remainder more than half is passably good, leaving less than a quarter of the way rough or disagreeable. As the bad places are being repaired and stretches of new road added constantly, each month will find the road more satisfactory.

The trip is very interesting; it takes one through the sheep and cattle sections which have made western Texas famous. Kersville, a thriving community about seventy miles from San Antonio, is the last railroad town for some two hundred miles. Junction City, the next stop, is a very picturesque spot, sometimes called the Yosemite of Texas. The Llano rivers have their junction here.

There is a spot twenty-five miles distant called Seven Hundred Springs because springs to that number flow from a cliff. This is also one of the great pecan centers, the river bottom being filled with large pecan groves. Senora, the next county seat, is the center of one of the best cattle sections. Then comes Ozona with a similar environment. In these places one becomes acquainted with the sturdy pioneer ranchmen who are responsible for the development of western Texas.

At Fort Strutton the ranchers and farmers are brought together by the irrigation of considerable areas made possible by springs of unusual size. One spring bubbles up through the rocks with a flow of some thirty-five million gallons a day. There are other springs in the neighborhood of less capacity but not so attractive as the big one which is worth travelling far to see.

Other springs with still larger areas of irrigated land are found a little farther on at Balmorhea. Then come the more extended irrigation areas watered by the Rio Grande. El Paso is the terminus of the first half of the trip, every hour of which is interesting. Reception committees accompanied us a large part of the way.

From El Paso to Los Angeles is about nine hundred miles, during which one enjoys an entire change of scenery. Here the highway is seldom far distant from the railroad and one finds larger towns, such as Demming, Lordsburg, New Mexico, Tuscon, Florence and Phoenix, Arizona, and Blythe, and other cities of California. The nine hundred miles were made in five days' travel.

Along this part of the route also the road is for the most part excellent, and the improvements now being made will leave but little bad road in a few years. The worst piece of road was a sixty-one mile stretch in Arizona between Hassayama river (about forty-five miles from Phoenix) and Salome. This runs through the northern part of Yuma County and is what may be called a "chuck hole road." We broke some springs passing over this road and spent a day at Salome making repairs. While the town is very small—a witty reporter (Dick Wick Hall) who lives there claims for the town "from seventeen to twenty when they are all at home"—they claim for it that it has the purest air in the world and the best water on the Santa Fe route.

The flowers of the desert add greatly to the delights of the trip. They are numerous in variety, brilliant in color and are in striking contrast with the barren plains which they adorn. Here one sees the desert blossoming as the rose and feels that he is in the presence of nature's beauties created by nature's God, for His own enjoyment so independent are they of man's care and culture.

The journey through Phoenix carries one through the famous Salt River Valley which gives to Arizona's capital its environment of garden, orchard and field. At Blythe, the first town in California, one learns of the gigantic project that is some day to turn the waters of the Colorado onto five million acres of land now arid and is to also give to the people of the southwest five million electrical horse power.

Between Blythe and Mecca one crosses a stretch of ninety-three miles about half of which is bad, worse, or impassable, according to the weather. But the enterprising people of California will not permit this condition to exist

long. The Old Spanish Trail will before many years be a popular automobile route from the Mississippi to the coast. Even the bad roads of the desert give one a glimpse of the better side of human nature. In proportion as the roads are bad the tourists are more thoughtful and accommodating. I am indebted to a carpenter from Detroit for a ride of forty miles when broken springs compelled us to lighten the load in our car, and had opportunity to help others.

It is not necessary to speak of the roads after one emerges from the Imperial Valley and onto the oiled roads of California. There one can travel as fast as he wishes and sees about him all the beauties of mountain and of plain.

The experience was thoroughly enjoyable; Mrs. Bryan not only made the journey without suffering but felt better for the ride. She will spend the summer with our youngest daughter, Grace (Mrs. R. L. Hargreaves), with our son William near-by. I returned to cast my first vote in Florida and then to take up my summer Chautauqs which cover the remainder of June and July and August. I commend an auto trip across the country as both instructive and restful. Each year will add to its pleasures and decrease its hardships. W. J. BRYAN.

### LLOYD GEORGE GIVES WARNING

(During one of the critical periods of the Genoa conference Lloyd George, Prime Minister of Great Britain, made a personal appeal in the interests of European harmony to the representatives of the British and American press present. It was for the information of the press and it was stipulated that his address should not be reported. Later, he gave his consent to its publication in British and American papers. His warning in relation to the attitude of the rest of Europe toward Russia and Germany has attracted widespread attention and comment in the European press. The following extracts are taken from a published report of the address in the London Daily Telegraph:)

"The question of whether carnage shall cease in Europe depends on the issue of this European conference. Think of what the situation is. The whole eastern frontiers of Europe are unsettled. From the Baltic to the Black Sea there is hardly a frontier line that is not contested. The Rumanian, the Galician, the Polish, the Lithuanian frontiers are all contested, and every one of them involves the possibility of a terrible conflict in Europe. There is there an indescribable jumble of races which are sometimes in one political combination and sometimes in another. It is like the period when the crust of the old earth was still in a state of flux and her surface was still shifting and indefinite. So now this racial lava in Europe is boiling and shifting here and there, with possibilities of great conflicts, which may draw in the whole of Europe and in the last resort may involve even distant America. Then you have Russia and Germany in a state of semiantagonism to the rest of Europe with barely suspended conflict.

"Anybody who imagines that by any combination you can permanently keep down these two great peoples, representing two-thirds of the people of Europe, must be either blind or blinkered. It is an impossibility. It is folly. It is insanity. You must arrive at an understanding which will include the whole of these peoples. The peoples of Europe must be on good terms with each other. You have only to look at the possibilities of what may happen if Europe is going to be permanently divided into two hostile camps. The Russo-German agreement has been a revelation to some people. I ventured to give warning a long time ago as to what was inevitable unless there was a good understanding as to what would be absolutely inevitable when the hunger of Russia is equipped by the anger of Germany. How long will it be before Europe is devastated if that represents the policy of any combination in Europe? For the moment we belong to a dominant group which has won a great war, and we are dominant and triumphant. But these things do not last forever. If our victory degenerates into oppression, if it is tinged and tainted by selfish interests, if a feeling arises in the conscience of mankind that we have abused the triumph that God placed in our hands, vengeance will inevitably follow as it followed in the wake of the act which outraged the moral sense of the world on the part of Germany. We must be just, we must be fair, we must be equitable, we must show restraint in the hour of our triumph, otherwise Europe will be again a welter of blood within the lifetime of even men like myself and others whose hair is gray, even if we live only to the ordinary span of human life, and those who are younger

among us will inevitably see it. That is why I have wrought here to make the Genoa conference a success. I am alarmed at the storms which are gathering on the horizon and rising higher and higher in the firmament over Europe. They may not break immediately, but they will inevitably do so unless by some means the atmosphere can be cleared and we get a fair day.

"I am talking rather in an alarming vein. I do not think I am unduly alarmist if the Genoa conference fails. Frankly, I wish America were here. I know every time a British representative says that how it is interpreted in America, how they think we want America here for some selfish purpose. We do not. We want America here because she holds a peculiar position, a position of peculiar authority. Her very aloofness would give her a right to speak that we who are tangled in all these old controversies can hardly command, and if America were here she could speak with an authority, with an influence that no other country can possibly command. We have all been mixed up in these quarrels in Europe for a time that the memory of man runneth not to the contrary. There are old memories, there are ancient prejudices, and they are always coming up whenever you advocate any particular course. America would have come in fresh, free, independent, and disentangled, with an authority which comes from her great position, and which would have been invaluable, and her voice would, I know, have been a voice of peace, conciliation and good counsel."

### REINVITED TO S. S. CONVENTION

William Jennings Bryan has been reinvited to speak at the International Sunday School Convention at Kansas City in June. The original invitation, which was withdrawn after the merger of the International Sunday School Association and the Sunday School Council of Evangelical Denominations into the new body known as the International Sunday School Council of Religious Education (this merger being subject to ratification at the Convention in June) has now been extended to him again by action of the Program Committee which met in Columbus, Ohio, April 25 and 26. The further word in the matter which was promised in last week's issue of *The Sunday School Times* comes in a telegram from Marlon Lawrance just as this issue is going to press, as follows: "Kansas City Program Committee, Kansas City Local Committee of One Hundred, and Kansas City Ministers' Alliance joined in cordial, unanimous invitation to Mr. Bryan to speak on the Convention program. He has been notified by wire; we have no reply yet." This will be welcome news to the multitudes of Sunday-school workers and other Christian people for whose evangelical convictions Mr. Bryan is such a staunch and notable spokesman. It may not be known to all that Mr. Bryan teaches one of the largest Bible classes in the world, if not the largest. He also writes every week on the International Sunday School Lessons, having perhaps more readers than any other one writer on these lessons. And, as all know, he stands conspicuously for the evangelical positions of the historic Christian Church. These qualifications equip him in an unusual degree for a message on any platform that stands for true religious education. It is to be earnestly hoped that Mr. Bryan will find it possible to accept the urgent call for his presence at the great Sunday-school gathering.—*Sunday School Times*.

(Mr. Bryan has accepted and will attend.—Ed.)

Many of the best water sites in the country were squatted upon and taken by the big power companies before the government got around to seeing any necessity of conserving and keeping such sites for the benefit of future generations. That is a mistake that cannot well be remedied, but here we are at the beginning of radio development and about this no such blunder should be permitted. Nobody knows much about the future of radio save that whoever controls it has first chance at moulding public opinion. This should not be left to private hands.

Senator Capper has introduced a new bill in congress to prevent gambling in grain on the exchanges of the country, the supreme court having found a legal flaw in the one that became a law and which levied so heavy a tax on purely speculative transactions that it would have been prohibitive. It ought to be possible to write a bill that would meet the approval of courts that have consistently refused to permit the collection at law of losses on the boards of trade on the ground that they constitute gambling and are against public policy.