

THE OMAHA BEE

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B. BREWER, General Manager
ELMER S. ROOD, Circulation Manager
Sworn to and published before me this 5th day of June, 1922.

(Seal) W. H. QUIVEY, Notary Public

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Tariff and Other Problems.

For several generations the United States of America has been the greatest consuming country in the world. Its people are better fed, better clothed and better housed than those of any other land. They use up more of the world products per capita than any other people.

Within the last thirty years the United States has risen to be the greatest producing country in the world. Its farms and factories turn out more of the things humanity needs than come from any other one country. The nation's resources are not yet fully developed, nor its productive capacity realized.

It is natural and reasonable that home wants and needs should be satisfied with home products. The great bulk, almost two-thirds, of the total imports of the country consist of sugar and coffee. In order that the home market may be preserved for the home producer, a protective tariff was levied by the republican congress many years ago, and has been held to as a fundamental policy of the party. Under it manufacturing has developed until the United States has attained front rank in that as well as in food production.

If our markets are opened to free entry of all the manufacturers of the world, home producers will be required to sell in competition with foreign made goods, which are offered at prices far below the cost of manufacture in the United States. To sell his wares cheaper, the manufacturer must buy cheaper; that reduces the prices all the way around. With lower prices come lower wages, reduced buying power, and the American standard of living is lowered to the foreign level, which is admittedly below that of the United States.

Discussion of old age pensions includes consideration of wages; is the standard to be a living wage, or a saving wage? Are the workers to be kept at the living limit, or to be given some chance to accumulate for themselves? Is the chief purpose of our civilization to produce wealth, or is it to promote human happiness?

These problems are closely knit together, so as to be inseparable. The tariff includes both wages and wealth. Its consideration is not academic, but fundamentally vital, because no single phase of our national life can stand alone. We all go up or down together, to prosperity or adversity. As these questions are answered will come happiness or unhappiness to our nation.

Safe Thrift.

The erroneous notion that only farmers were the victims of blue sky promoters persists in spite of disclosures at trial after trial of these commercial bandits that they preyed on people of all classes, in the cities and in the rural sections. It is quite the usual thing to find a pile of worthless securities in the estate of a deceased millionaire. Lawyers, doctors, school teachers and wage earners, men and women bit easily and numerously on the bait of rich profits.

In a book advising stock salesmen how to promote a certain speculative enterprise is found the statement that ministers are easy marks. Doubtless their general inexperience in business affairs, together with the desire to supplement their often inadequate salaries, did lay them open to deception. Hence the reason for a new plan drawn up by a board of the Methodist church to protect clergymen from get-rich-quick projects by affording an opportunity for sound investment.

"In preparing this plan," Rev. Joseph B. Hingley of Chicago told a protestant conference recently, "we aim to insure the clergy against poverty in old age. We based the accumulations on interest compounded semi-annually at 4 per cent on money paid during the minister's active years, on which when retired he would receive a fixed income for life. The actuarial computation shows that if he should begin payments of \$1 a week when 25 years of age and continue such payments until he was 65, his accumulations at the usual rates would yield a dollar a day for the remainder of his life."

This is slow, but not by comparison with the result of plunging in fake enterprises. To save thus requires patience and earnest purpose, but it is sure. Establishment of such sound means of thrift for small investors is doing more to discourage blue sky schemes than any law could do.

Amundsen's Latest Quest.

Roal Amundsen has sailed again to attempt the feat of drifting with the ice across the top of the world. Plenty of evidence exists to prove that arctic currents will carry him over the course if his ship holds out. Just what he will discover is beyond conjecture; it may be a vast, bleak emptiness, it may be a new land. Whatever it is the rugged explorer goes with an advantage none of his predecessors had. His vessel is equipped with a radio service of sufficient power to keep him in touch with the world all the time. Had this means of communication been in practical use a few years ago, the tragedy of Robert Falcon Scott and his gallant companions might have been averted. At any rate, Amundsen could have communicated with his rival at the South pole, and a juncture might have been formed which would have been of advantage to both. Stefansson's long immersion in the silence of the northland probably height-

ened the dramatic effect of his return, but Amundsen has no need to resort to theatrics. His standing as an explorer is beyond assault, and if he can send even the meteorological data he expects to transmit daily to Washington, the feat will keep him in constant communication with the world, and leave him and his crew exposed only to the emergency of an extraordinary mishap. The whole adventure holds a great deal of interest for intelligent people, aside from its scientific value.

Aid to Farmers Justified.

It serves no real purpose to lend or borrow money when it will not be put to some productive purpose. The success of any loaning agency is measured by the ability of its customers to apply their borrowings as to profit by them and make repayment.

By this standard the War Finance corporation is completely vindicated of the ill-reputed charge that in endeavoring to restore the farmers' credit it was simply pouring water down a rat hole. For the last two months, repayments to this federal loan agency have exceeded the amounts disbursed on new applications. In a single day repayments aggregated \$1,129,000.

There are some who predicted that the government would never recover the millions it invested in agricultural and live stock paper. Hints were even heard that Uncle Sam did not expect to get it all back. Yet, with its loans capable of being extended for a three-year period, the War Finance corporation is now taking in faster than it is giving out.

Co-operative marketing associations in one day repaid \$145,000, and live stock loan companies made repayments of \$131,000. Further evidence of the sound condition of agriculture is found in the statement of another great public agency, the Federal Land bank of Omaha, that less than \$2,000 is ninety days past due on the millions it has lent to the farmers.

In the last year great progress has been made toward orderly marketing of farm products. The War Finance corporation has worked loyally with the farmers to this end. The fact that they are now able to borrow from their local banks is ascribable to the confidence that its existence gives. The middle west has been lifted out of depression largely through the faith, courage and financial assistance of the federal authorities.

Soothing Mr. Hearst.

"My objection is that England usually wants us to do something to her advantage and against our own advantage," said William Randolph Hearst on a visit to London.

The very next day he was invited to luncheon by David Lloyd George, British prime minister. "A result of the late war is that England has a better estimate of the power and importance of the United States than she ever had before and England has apparently come this close to America that she is anxious to employ America's power for her world schemes," the New York publisher declared in an interview twenty-four hours before he and Mrs. Hearst dined with the premier and a few of his personal friends.

Why did Lloyd George choose to cultivate his critic with a luncheon invitation? Things are not managed on so broad a scale here at home. An Englishman with a record of hostility to America matching Mr. Hearst's hatred of British policy would scarcely find welcome at the White House or at the home of our secretary of state. The American public itself would not countenance such uncalled for hospitality.

However, here's hoping that Mr. Hearst's jingoism toward England has been cooled by his social success, and that he may even be invited to sit down to a mess of victuals with the king. Then, if President Obregon of Mexico and the mikado of Japan will feed him well, the American people can rest from war scares for a time.

Taxes Here and Elsewhere.

Those who are interested in taxes—and who is not—will notice from the census reports that Nebraska's burden is not dissimilar from that of other states. The dilemma of high taxes is not confined to any one state but seems to have been brought about by a general condition.

The Department of Commerce statement shows that the per capita cost of state government in Nebraska for 1920 was \$10.83. There is little difference between this and the census estimate for Iowa of \$10.39. It is a great deal less than in Wyoming, where the average cost per person reached \$24.37, but more than Oklahoma's per capita of \$7.44. It is interesting to note, however, that Oklahoma collected about the same average revenue as Nebraska, its receipts amounting to \$10.53 per capita, not all of which was spent.

There is nowhere in the civilized world for people to go to avoid taxation. By the exercise of restraint and efficiency they may be reduced. It does not seem to be a matter of what party is in office, whether taxes go up or down. No mere wave of an oratorical wand can accomplish a saving to the people.

Farm land in Iowa pays about three-fifths of the taxes of the state. The average per capita tax amounts to \$43.36, or \$216.80 for a family of five. Figures at hand show the per capita tax in Nebraska for 1920 to have been \$40.40, and it is probable that the report for last year will make at least as good showing for Nebraska as for its sister state.

One line from Omaha to Oakland, connecting the Missouri river and the Pacific ocean, was the dream of the first projectors of the Overland railroad. It may yet be realized to the fullest.

The War Finance corporation has advanced \$100,000 for the purpose of assisting in the exportation of canned goods; this matter of finding a market is as important as production.

Over in Europe it is being suggested that the clouds along the air lanes be decorated with ads by use of powerful lights—but is "decorated" the proper word?

In the last year the government is said to have lost at least \$1,000,000 through stoppage of work on Muscle Shoals. Isn't it about time this issue was decided?

Indiana democrats also point sorrowfully to the "failure of the Harding administration." If they will only watch the news reports they may get a surprise.

Mexico is all set for another revolution. That is one reason why governments down there are not recognized. They don't stand still long enough.

The road investigation started fine, but didn't end just as the democrats thought it would.

Railroad Reduced Wages

Recent Orders Elicit Some Lively Expressions from Nebraska Editors.

Greeley Citizen.
Edward P. Curran: Sentiment here is strong for a reduction in freight rates, but not for continually reducing workers wages. People here feel railroad tariffs can be reduced without cutting wages; they feel the railroads are reaping excessive profits.

Columbus Telegram.
Edgar Howard: Public sentiment in Columbus and among adjacent farmers is strongly against the announced reduction in wages of railroad employees. The paltry reduction in freight rates is regarded as a joke. The severe reduction in employment together with the discharge of an entire switching crew in the Columbus yards, is regarded as a brazen determination on the part of the Union Pacific management to reduce the loss of freight revenue by taking it out of the wages of the employees.

Saline County (Wilber) Democrat.
People are studying conditions. They argue as follows: Every time there is a ten per cent reduction of the rate there is a big reduction of the little railroad fellows' wages, who, it seems, are barely able to exist on present wages; why not cut the wages of the big guys?

Stockport Faber.
With the present crop outlook and the promised freight rate reduction, the farmers may be able to make a little more this year than they have for years. Farmers and business men are optimistic that the country will pull out from under the war's mismanagement and the consequent high taxes.

Central City Republican.
Robert Rice: The announced reduction of railroad wages, long regarded as inevitable, is meeting with general approval. All other local industries having reduced wages, railway employees in general were regarded as a privileged class at the public's expense. This is an indication of further reductions in freight and passenger rates which would be highly beneficial to the present upward trend of business.

Norfolk Press.
Marie Weekes: Press reporters have noticed no violations of the Volstead act out of exuberance of joy over the ten per cent freight cut. The section men, shop men and other railroad workers will more than pay that small reduction in reduced wages which will cut down their buying power. Norfolk business men realize that the men working for 23 cents an hour will not make heavy consumers of their wares and that their loss in sales will not be made up by a mere ten per cent reduction in freight which is and has been prohibitively high. President Harding can't mislead Norfolk people with this kind of political bait.

The Wymorean.
J. M. Burnham: It is believed that 90 per cent of the local union men on the Burlington favor a strike on account of the recent wage reduction. They insist that there has been a total wage reduction of about 35 per cent as against about 10 per cent reduction in living expenses which is believed to be a conservative estimate.

West Point Republican.
The recent reduction in wages of railway workers and on account of the maintenance of the poorest paid workers, the maintenance of wages for the men. If the reductions are made they should include every one connected with the railway systems. The men will not look with favor on this wage reduction unless it is accompanied by a corresponding cut in freight and passenger rates.

Sidney Telegraph.
Guy V. Doran: The railroads have made a serious mistake by reducing wages of the lower man first. Serious consequences will ensue if the present wage reduction is pursued. When the railroads cut out the high skilled agricultural reduce freight rates materially, and reduce salaries of high executives, then the men lower down will listen to reason.

Gering Mid West.
Will M. Maupin: Until lower railroad costs are reflected in greatly reduced freight and passenger rates, people who are directly and indirectly interested in the laborer's welfare will not be allowed to deal directly with their employees. The present wage reduction is an intervention of a bunch of politicians. Latest rate reductions will not affect this section, and we have no interest whatever in the recent wage reductions. Farming who has suffered income reductions of from 50 to 75 per cent look on a 10 per cent reduction as a mere trifle.

Fairmont Chronicle.
Lou W. Frasier: Mr. Average Citizen is pleased with the order reducing railroad wages all along the line, believing that only by such procedure can we hope to secure a material lowering of rates, but a drastic cut in all freight passenger and express rates must be into effect if legitimate business is to prosper. Railway employees will very naturally oppose any cut in their pay check, yet undoubtedly the majority of them realize that the only way forward is in order on what they have to buy as well as the labor they sell. What the country needs is equalization, which will give all classes of industry a fair chance to return to normal. The way to reduce is to reduce, and the reduction must come from both directions.

From State and Nation

A Good Example.
It remained for a woman, a Platte county, Nebraska, woman, if you please, to raise the standard of public service higher than has been raised before in Nebraska. Of this woman's patriotic example in the conduct of a public office the Seward Independent-Democrat says:

If you think there is no such thing as honesty in politics, listen to the story of Miss Ethel Gossard, clerk of the district court of Platte county, as given in the Columbus Telegram. Several years ago the county board of supervisors of that county made an official finding that the population of the county exceeded 20,000. Then along came the Nebraska legislature in 1919 and passed a law that counties having a population of 20,000 should pay the clerk \$2,200. Miss Gossard accepted an increase in salary, but when the last census revealed that Platte county lacked a few hundred of reaching the 20,000 mark, she returned the \$204.70 excess she had drawn, with \$25.11 interest on the money. Can you beat it?

Nobody can beat it. And yet Miss Gossard has not done more than a man politician should have done under like circumstances. Nor is she making a fuss over her odd conduct in putting back into the county treasury a fat sum of money which she might have held as her own. She modestly says: "I cannot believe that I have any right to the money."

Often the politicians are telling us that it is useful that we carry the governing business in America back to basic principles. That is what Miss Gossard has done in her capacity as a public servant. She is a Jeffersonian democrat. She knows that the principle in Jeffersonian democracy is to regard a public office as a public trust. Many politicians in her place would have been true to that other principle which regards a public office as a private snap, and would have pocketed the money, well knowing that nothing would be done to make them cover it into the county treasury.

Miss Gossard is making a fine record as a public servant. Her policy of common honesty ought to be cultivated by all public servants, and then there might not be such loud groanings on part of the over-burdened taxpayers.

The Business of the Senators.
Friends of the president complain that not enough United States senators attend the sessions these days to transact any business. Many senators the business of getting re-elected next fall is all they can think of.

No Novelty.
From the Buffalo Courier.
It is reported that tourists from the United States are being overcharged on all railroad lines they have been at home, and they are used to it.

How to Keep Well

By DR. W. A. EVANS

Questions concerning hygiene, sanitation and general care of the body, submitted to Dr. Evans by readers of The Bee, will be answered personally in this column. Requests for answers should be stamped, addressed envelope is enclosed. Dr. Evans will not make diagnoses, but will give general directions for individual diseases. Address letters in care of The Bee.

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MEAT ACIDS EXPLAINED.

The meat acid about which the public has heard most is uric acid. At one time the medical profession, under the leadership of Haig, an able Englishman of the last generation, held uric acid responsible for rheumatism, gout, neuritis, arthritis and many other disorders, including some of the forms of Bright's disease.

The theory has been pretty well abandoned by the medical profession, but a large part of the non-medical people still hold on to it. The doctors are disposed to hold uric acid responsible for some of the gravel and stone, and probably for gout, and that is about all.

The theory is that if the body has too much meat it causes the human body to fail to oxidize all the protein or lean, some of it stopping as uric acid, an incomplete oxidation product.

That theory has been abandoned. Uric acid in the body results from the oxidation of the nitrogenous material of certain parts of the cell, but not from failure of proper oxidation of protein.

It is somewhat like oxalic acid. In that much of it is taken in as uric acid in food, that it is not changed in the body; that it is thrown off by the kidneys and it harms those excretory organs so long as there is long continuance of a moderate dose, harm may be done. Some people are more harmed by it than others.

Uric acid contents per pound.
Steak 79.4
Liver 19.26
Chicken 8.06
Butter 8.15
Codfish 4.07
Oatmeal 3.45
Potatoes 1.4
Onion 1.6
Asparagus 1.5

This list indicates that the animal foods contain more uric acid than those of vegetable origin. The organs such as liver, kidney, pancreas, thyroid, fry, contain more than muscles do.

The meat extracts and meat soups are fairly rich in it, and in substance out of which it is made, because in the process of making these products, these chemicals are removed from the meat and concentrated in the extract.

Oatmeal, peas and beans contain a moderate amount of uric acid bodies. On the other hand, potatoes and onion contain but little, and when eaten with meat they help in the elimination of uric acid.

Another acid of animal origin is lactic acid. A product of muscle action is a form of lactic acid known as sarcosine. It is the presence of this acid which makes the muscles sore and stiff after excess work or play.

I know of no proof that eating this acid in moderation does any harm. The lactic acid produced in milk as the result of acid fermentation is even supposed to be wholesome. Butter, milk and animal products rich in lactic acid obtained from animal sources. We like it, and we account it wholesome.

Curd and cottage cheese are both rich in lactic acid. One claim is that longevity may result from prolonged eating of operations of curd and cottage cheese. If there is any proof that the meat of animals run to death is more harmful, I do not know of it, though it may be true.

The eating of high cheeses of one sort or another, or the eating of high meats may do harm, though I know of no proof. Nor do I know how much acid is produced in the decomposition that is called highing, flavoring, seasoning, maturing.

In the main, these are alkal producing processes, but doubtless in some of the processes at least some acid is produced.

Carries Bullet in Body.
K. K. writes: "My father was shot in the stomach 18 years ago. He was taken to a hospital, but after a fruitless search for the bullet, after 21 days they stitched him up."

"He came out of the hospital on the 24th day. "Would it be possible for a man to live with a bullet in his stomach for 18 years?"

"I have learned in school that lead is poisonous. My father claims that the bullet has never been taken out of him, but I don't understand how a man can live so long with a bullet in him."

Nebraska Notions

Kearney Hub: Although the supply of gasoline in the country is 20 per cent greater than on April 1, 1921, the oil companies consider the time propitious to make a substantial advance in the price of that product. How come?

Kearney Hub: Those persons who are attacking Attorney General Daugherty are evidently doing so on the theory that if you throw enough mud some of it will stick, sufficient possibly to muddy even a good reputation. Hence it is natural to discount very liberally the venomous charges that democratic senators are daily hurling at him, the object being also to discredit President Harding and his administration.

Beatrice Express: The road back to normalcy has been very long and the hills have been very hard to climb, as Edgar Howard once said about a democratic candidate's prospects for election, but the hard-surfaced, officially marked highway is at last in sight. We will soon be traveling on "high" again.

Fremont Tribune: Many Nebraska cities voted bonds during war time for civic improvements that cost in excess of the bond issues. Then they issued warrants for the balance and, not being able to pay the warrants, have issued funding bonds to redeem the warrants. But bond buyers will not buy them, claiming that the law does not contemplate the issuance of bonds for operating expenses. Many banks are concerned because they have undertaken to carry the warrants. A

voting so much space simply to worldly amusements and sports. I am heartily in favor of baseball and other proper amusements, but not on Sunday.

Last Sunday the general assembly of the Presbyterian churches in the United States of America was in session in Des Moines, Ia., and more than 100 of the leading ministers of that denomination preached in the various churches of that city. If there were five baseball games in that city their performances would go out all heralded to the world through the newspapers. However, I find no account whatever of any of these meetings, or any of the sermons that were delivered, in your paper. Perhaps your excuse for giving so much space to news of sport is that the public demands it. This is true in a measure, but I believe there are tens of thousands of persons who demand that Christianity and the church be given greater publicity than your paper is giving to this subject.

JAMES H. WOOLLEY.

REO SPEED WAGON

"The World's Best"

If you did not know—if from your own experience or observation you could not testify to—the truth of that statement, we would not use it.

Here is one product that is so outstandingly superior that it knows no real rival—no equal.

No other truck has done, or can do, its work.

None has shown the same stamina or efficiency.

None has proven equal to carrying its loads—and living as long.

It is literally true that this Speed Wagon will carry "a pound or a gallon or a capacity load" between any two points, quicker and cheaper.

Its range of highest efficiency—its greatest margin of economy over all others—is from 500 to 2500 pounds.

"A quarter-ton to a ton-and-a-quarter."

But—inasmuch as it will cover any route with no load, or loaded to full capacity, cheaper than either a flimsy-light, or an excessively heavy truck—it has proven to be the world's most economical carrying unit.

The majority in favor of the Speed Wagon is overwhelming—as evidenced by the fact that today there are more than 70,000 in use.

That's more than of all other makes combined—of similar type or size.

Demand is great. Only way to obtain a Speed Wagon is to order at once.

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