THE MORNING BEE

MORNING—EVENING—SUNDAY

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B. BREWER, General Manager
ELMER S. ROOD, Circulation Manager
Sworn to and subscribed before me this 8th day of July, 1922.
(Seal) W. H. QUIVEY, Notary Public

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The average paid daily circulation of The Omaha Bee for June, 1922, was 71,731, a gain of 12,897 over June of 1921. The average paid Sunday circulation of The Omaha Bee for June, 1922, was 77,034, a gain of 20,120 over June of 1921. This is a larger gain than that made by any other daily or Sunday paper.

STRIKE SETTLEMENT DUE TODAY.

Dispatches from Washington have a very optimistic note, expressing confidence that the conferences to be held in Chicago today will bring a settlement of the railroad strike on lines proposed by the president. Just exactly what Mr. Harding has suggested is not yet given to the public, but it is hinted that each side is required to make some concession. Work will be resumed and the matters of difference again taken to the Railroad Labor Board for consideration and adjustment.

The attitude of the disputants is also encouraging. From B. M. Jewell comes an expression to the effect that he will recommend to the union heads the acceptance of the president's proposal. If he does this, it will be done in good faith and without reserve, and will carry much weight with the men. On the other hand, while some of the executives of the railroads throughout the country maintain a "hard boiled" stand and T. Dewitt Cuyler, chairman of the executives' association, holds to the strict letter in his statement, declining to specifically commit himself to the acceptance of the president's suggestion, plenty of reason exists for thinking these alert and energetic men will find a way to get around certain obstacles, and will do their part in lifting an embargo that is now affecting all.

The group that deliberately thrusts aside any reasonable proposal for an honorable settlement of a great industrial dispute, insisting on submission of its opponent, is accepting a grave responsibility. When the dispute is one that affects a basic industry, then it becomes a concern of the public, for the welfare of the nation is at all times a paramount consideration. Just now it is of secondary importance to the world whether men who did not go out on strike and those who since have re-entered the shops are to be protected in seniority (which is defined as preference in choice of work), or whether those who did go out are to be restored in the original position.

The president of the United States has reasoned with men of strength and pride. He has asked them to forego something of their personal feelings for the public good. Granting this request of the president will not weaken any principle that is involved, nor detract from the dignity or mitigate the authority of any one connected with the strike.

Grant showed magnanimity at Appomattox, and gave use a word we may well repeat now. "Let us have peace!"

ESSENTIALS TO PROSPERITY.

It is evident enough how necessary railroads and coal mines are. If ever there was any doubt, the events through which America is now emerging have demonstrated how necessary also is an industrious and contented body of workers to man them.

The prosperity of the nation depends on securing this. Not by any invention of machinery is the matter to be solved, but solely by the discovery of ways to better human relationships.

Suppose one man, or one set of men succeeded in devising and controlling machines that would perform all the necessary work, thus doing away with the need for human labor. Where would they sell their products? The men who had no work and were attached to no payroll would not have the money with which to buy them.

The times when this country has been most prosperous have come when all men were employed at some useful task. Measured in actual terms, prosperity consists in nothing less than plenty of goods to be consumed, plus the ability of the people generally to purchase them. Stoppage of work, paucity of wages or a lowering of the standard of living sets the cogs of the economic machine in reverse.

The ending of the present industrial disputes in a satisfactory manner will mean much to American prosperity. It is not only that the men affected have been without an income during their strike that has prevented their buying, but they also have not been contributing to the production or distribution of goods. They are poorer than before, and so is the whole public. Verily, there is no prosperity without an equitable balance of all factors. The task of adjustment is a complicated one, but certainly not beyond the power of man, once the desirability is clearly recognized.

NEW AUTOMOBILE SIGNALS.

The city police commissioner is reported to favor a new system of signalling for drivers of automobiles. According to the published accounts, the extended arm of the motorist is to describe certain varying motions, each of semaphoric nature, and each conveying its separate and distinct notion of the driver's purpose as a warning to any who are following him.

The idea of the plan is undoubtedly good. It is intended to give more accurate information to drivers of what the fellow ahead of them intends to do. That is all raight, as far as it goes. The difficulty will come not to those who are versed in the code, but to those who are unacquainted with it. And it is possible that not a few of the men, women and children who pilot motor cars along the city's thoroughfares will lack intimate knowledge of the code.

The principal purpose of the signal is to notify the following driver that the one giving it intends to turn, to stop, or to do something else besides proceed at the rate of speed his car is maintaining. This is due notice to all to look out, to be on guard. When the one who gives the signal follows it by the first step in his intended maneuver, those who are coming behind him are appraised of what will follow, and govern themselves accordingly. This system puts a little of the responsibility on both, and that is at it should be.

Our street traffic is sufficiently confused at best, and it ought not to be further mixed up by the addition of a complicated code of signals to be wigwagged by the driver who should be giving his attention to more important parts of his occupation. Stick to the simple way; it will be found the better in the end. Make the streets safer and not more complex.

THE DILEMMA OF GREECE.

The breakdown of the Greek campaign in Asia Minor demonstrated to the world, if not to King Constantine, that his is not a military people. Their special aptitude is for business and trading, a pursuit that has made them also a nation of sailors. If the stability of the throne depends on the appearance of military success, the king may as well give up now as later.

Venizelos received more from the peace conference than he had asked—more, it appears than his country could take and hold. Seaports necessary to the trade of Jugo-Slavia, Bulgaria and Turkey were there awarded to Greece in spite of national unrest that would be stirred up in the Balkans. The Turk was to be driven from Europe, the pious announcement came, and Greece was assigned the responsibility. Britain's plans would have allowed Greek control of Constantinople, but France would not consent.

Now, however, the French and English, influenced by the need for friendly relations with their Mohammedan subjects, have restored Constantinople to the Turk and even had arranged for the complete withdrawal of the Greeks from Asia Minor. King Constantine first counters with a move toward Constantinople, and upon being warned away by the powers, declares Smyrna and its hinterland to be an independent Greek state.

In ancient times Smyrna was a part of the glory that was Greece. Homer is said to have been born there, and Alexander reconquered it. There is a dramatic appeal in King Constantine's effort to hold it that should appeal strongly to his people.

However, Greece can accomplish nothing without the backing of the great powers. For a time England was its backer, while France sided with the Turks; now they both appear to have deserted it. The Greeks have not the strength to accomplish their territorial plans—much better would they be if they returned to the commercial penetration of the Eastern Mediterranean region where their location and training gives them large advantage.

DID ROOSEVELT CUSS?

In his reminiscences of our presidents H. H. Kohlsaat chanced to remark on having heard some strong language from Theodore Roosevelt. Mark Sullivan was prompt to rise to the defense and questioned whether anyone had ever heard the colonel use profanity. His command of the English language was too great, this opinion ran, to necessitate resort to the rather hackneyed expletives that serve as safety valves for lesser men.

The controversy continues, drawing evidence for the defense from many noted men. Henry Cabot Lodge and Gifford Pinchot among them. Lawrence F. Abbott writes to the New York Evening Post to record his surprise that Colonel Roosevelt, with "his robustness and love of men of the frontier and pioneering type," never was known to use an expletive or tell a story that would offend the most sensitive ear.

"He was one of the most clean minded and clean mouthed men I have ever come in contact with," says Mr. Abbott. "Profane and obscene men felt this quality so that their own language was guarded in his presence. This was not because he was austere or professionally pious, but simply because he radiated decency and good breeding."

Many things were anathema to Roosevelt, and he was never reticent in expressing his feelings. Woodrow Wilson's favorite expression on the golf course is said to have been "tut tut;" those who knew Roosevelt will remember his occasional use of "By Godfrey" to express determination. These can hardly be called oaths, though possibly they were substitutes. There have been men who could drive mules without cursing, and the evidence is pretty good that this country has been run with a similar absence of reprehensible language. Certainly here is an example to put many leesser men to shame.

FOR A CLEAN CAMPAIGN.

Senator Hitchcock pleads for a clean campaign. This plea should be granted, for all hands are anxious to see politics of Nebraska kept on a high plane. We voters are intelligent, and the appeal must be made to their reason, their sound judgment, and not to their passion or prejudice. Therefore, the canvass for votes this year ought to be carried on in a dignified manner. This, however, should not be interpreted to mean that a candidate's public record is not to be scrutinized; that one who has continually shifted his position, standing first in one and then in another position on the same question; who, for example, has been back and forth along the political runway, is to be allowed to escape examination. Nor should it be considered "mud slinging" to smile at the spectacle of Dr. Jennie Calfass and "Jim" Dahlman, seated side by side on the same platform, and pleading for "harmony." The campaign should be a clean one, clear and definite, and devoid of personalities, but the candidates will have to be judged by what they have done, not by what they promise to do.

Brazil touches off a revolution as a curtain raiser for its coming centennial. Here's pointed for Philadelphia, where the excitement so far has been between rival groups of social leaders.

A force of marines is about to invade Wyoming, which will take a bunch of "leathernecks" about as far away from tidewater as they ever got on duty of the kind.

Judge Wade has given the unruly a sample of what he considers a light sentence. It may be questioned if any will ask for a heavy one.

Omaha shop hands are being mobilized to return to work. If they go back as promptly as they came out, the movement will be a success.

The bride who shot her mate because he had violated an agreement not to quarrel at least took a sure method of rendering him peaceable.

The young man who committed suicide because he could not find love in the world evidently had not looked in the right place.

It's tough when water interferes with the movement of as seasoned a dry campaigner as William Jennings Bryan.

At present quotations, the Germans would make little sacrifice if they burned about 200,000,000,000 marks.

July put up some weather record.

On Second Thought

By H. M. STANSIFER.

If every worker did more than he is paid to do and every employer paid more than he is compelled to pay, we would have no strikes.

Ford and Muscle Shoals

By GEORGE F. AUTHIER.

Senator Norris has dealt roughly with the Ford myth and a decent regard for public opinion should prompt Henry Ford to reply to the severe indictment registered against his Muscle Shoals offer in the report made by the Nebraska senator.

No consideration would have been given this offer had it not ben for the fact that Ford occupies a unique place in the heirarchy of multimillionaires. The respectable character of the offer was predicated upon the theory that Ford is something of a philanthropist and without going into the conditions of his offer for the government plant in Alabama a nation-wide propaganda was set at work to force congress to accept it. Senator Norris stood out against the clamor and has made a report which effectually estops any further consideration of the Ford offer unless it shall be discredited.

As depicted by Senator Norris, the Ford plan is made to appear like a "Get Rich Quick Wallingford" scheme projected on a national scale rather than confined to the dimensions of a hick town. Mr. Ford is to get everything the government has put into the plant up to date. This amounts to over a hundred million dollars. He is to pay about five million dollars for the movable property not needed for the plant but which, according to Senator Norris, can be changed into $7,000,000 of cash over night, leaving Mr. Ford a couple of millions to start working with. But this is not all. The government is to complete the plant and for the money that is to be used, and which the taxpayers will furnish, Mr. Ford is to pay, according to the same authority, a little less than 3 per cent.

In addition to all this, the government undertakes to keep the dam in repair for 100 years, an unheard of obligation. Mr. Ford gets a lease to the plant for a 100-year period, which is eulvalent to a gift and it is not surprising that Senator Norris describes the proposition as one proposing the greatest gift in the history of the world.

And what does Mr. Ford agree to do for all o fthis? Just this: He proposes to devote a small amount of the power generated to the manufacture of fertilizer and obligates himself not to make more than 8 per cent on this part of the plant, made possible by the taxpayer's money for which Mr. Ford pays less than 3 per cent. This would seem to be the height of satirical generosity. The rest of the power is Mr. Ford's to do with as he pleases and for a hundred years. He does not propose to furnish cheap power to anyone but himself. He proposes to build a manufacturing plant which the real estate speculators who have brazenly opened their headuarters in Washington, announce will result in a community rivaling Detroit or even New York. There is to be no regulation of the power so generated, no adherence to the principle established in the law controlling water power and limiting leases to 50 years, accompanied by strict government regulation.

Mr. Ford is to have his own sweet will about it, all because he stands well in public opinion in his capacity of a multimillionaire.

But there is not even the reliance upon Mr. Ford's reputation for philanthropy to justify this offer. Mr. Ford is not negotiating directly for the plant. It is being done in his name and a corporation is to be formed which will outlast Mr. Ford in the natural expectancy of life from 80 to 90 years. It should be remembered that the 100-year lease does not commence to run until the project is completed.

Trusts have been described as good trusts and bad trusts and we suppose it is possible with a proper exercise of the virtue of charity to segregate Mr. Ford from the ordinary run of the mill multimillionaire on the basis of past achievement. Even with this admission, it is well to remember that Mr. Ford has done fairly well in amassing millions. He has paid good wages it is true, and has turned out a cheap car. All this to his credit, but in doing all this he has not overlooked the main chance and it is safe to assume he will continue to do so in his present activity of grabbing up water power.

As Edison, from his wizard's resort at Orange, N. J., said of his friend, Ford, "Henry is no fool."

Still it is something to stand in a millionaire class all one's own. Whether deserved or not, the special standing which Mr. Ford has is worth something and Mr. Ford should guard it jealously.

In order to do so, he should reply and promptly, to the criticisms suggested in the Norris report. If there is any plausible explanation that can be given of this preposterous offer, it should be forthcoming and the public which has placed confidence in the Ford offer because of its confidence in Ford, is entitled to it.

Around the World With a Two-Cent Stamp.

From the Des Moines Capital.

It is a well known fact that Uncle Sam will carry a letter from New York to San Francisco for two cents; but that is only half the story. The United States postoffice now carries letters to many foreign countries at the regular domestic rate. This country leads the world in the realm of cheap postage.

Announcement is made from Washington that Spain and Argentina have recently been added to our two-cent stamp zone. This is just one step in the extension of the low letter rate. For two cents Uncle Sam will carry a letter to Shanghai, China, or to New Zealand. All parts of the British empire can be reached for the same price, with the exception of Australia, India and Egypt.

Nearly all the countries of South America and Central America are now in the two-cent zone. So also are the islands in our vicinity in the Atlantic and Pacific.

No other country can even come close to the postal record attained by the United States.

Most of us take the mail service for granted. We fail to appreciate how much of a blessing it is and how much service we get at slight cost. Who else would be willing to carry a letter to England or Spain

Insisting on Literacy at the Polls.

From the Des Moines Capital.

In recent years several states have considered and some have adopted laws requiring voters to pass literacy tests. Registration boards and election boards are given considerable authority in deciding whether the would-be voter has the proper qualifications. The text used in the literacy test usually comes from the state constitution or the federal constitution.

It is too soon to tell just how these laws are going to work. In theory they are absolutely sound; but in practice they may bring new election abuses if election boards use their new authority in the interest of partisanship. For example, unscrupulous election officials might in the literacy tests, accept the votes of their political friends and reject the votes of their political enemies.

Readers' Opinions

(This department is designed as a broadcasting station through which readers of The Omaha Bee may speak to an audience numbering well above 250,000 on subjects of public interest. Letters should be short—not more than 300 words. Each letter must be accompanied by the name of the writer, even though he request that it not be published.)

Railroad Building in the West.

Gering, Neb., July 29.—To the Editor of The Omaha Bee: In your issue of July 28 you have an editorial under the caption, "Sounds Like Old Times," in which you refer to the Santa Fe's $3,000,000 construction job as "the first real job of railroad construction let in the west since the war."

Wake up! What about the Union Pacific's extension of the North Platte Valley branch from Gering westward into Wyoming, with a 13-mile spur track? Here was a railroad extension job that cost more than $3,000,000, begun after the war ended and now completed and in operation. Forty miles of construction into what is destined to be a wonderfully productive country because the soil is fertile and practically every acre of it either irrigated or to be irrigated within the next three or four years. It taps the Goshen Hole country of Wyoming, and in Nebraska opens up an area that will soon become the banner sugar beet section of America. In the territory tributary to this extension is an irrigated and irrigable area of more than 200,000 acres, and double that acreage of land that grows the best wheat on the market.

Five growing towns are already in existence along this extension. If Omaha is awake to her opportunities she will begin at once to cultivate trade relations with this wonderful territory.

The Santa Fe's new work does not open up new territory; it merely adds to the service already established. But the recently completed extension of the Union Pacific from Gering westward into Wyoming opens up new territory, affords transportation facilities to a vast area that has heretofore suffered from a lack thereof, and makes possible the erection of farm homes for thousands of people.

The Union Pacific's extension westward from Gering was not only the first bit of railroad construction since the war, but was the first piece of railroad extension undertakep in the United States for more than ten years.

WILL M. MAUPIN.

Where Gallantry Draws the Line.

Many a time we have seen a senator offer a lady his seat in a street car, but in the senate it's another story.—Washington Post.

A Word of Cheer for the Drys.

If it is true that jokes made the Ford a success, they may yet do something for prohibition.—Atlanta Constitution.

What Other Editors Say

Progressive Mr. Howell.

From the Fremont Tribune.

Is it too presumptuous for a small town newspaper to venture the suggestion that republicans may be properly classed either as conservatives or as progressives and still be endowed with the fundamental principles of republicanism?

The Omaha World-Herald, a democratic newspaper controlled by Gilbert M. Hitchcock, who will oppose R. B. Howell in the senatorial race this fall, declares: "The Fremont Tribune says that 'Howell is undeniably a progressive of the first water . . . but he is also a staunch republican and an ardent supporter of the Harding regime at Washington.' Which is elemental in its simplicity. It is the same as to say that an object is undeniably black but also staunchly and ardently white. It is a platform, as the old-time politician used to say, broad enough for everybody to stand on."

Is it impossible then that Mr. Howell, being progressive in his beliefs, can also be a republican? Does this mean that he, and the rest of us, must remain conservative and reactionary or be forever outlawed from the republican party? Does it completely remove the possibility that the progressive element of republicanism can so dominate the conservative element as to nullify the influence of the latter within the party?

Howell is a progressive. Samuel Gompers has triumphantly said so. The democratic press, in mistakenly heralding his nomination as a repudiation of the administration, has said so. Howell himself makes no bones over the fact that he is a progressive with many advanced ideas of government.

Howell is a republican. He believes in a protective tariff, a republican doctrine ever since the tariff became a political issue. He has repeatedly declared that "the republican party has always been the party of progress," that it has "ever been guided by the spirit of our forefathers," that "it freed the slaves," and that if elected to serve in the United States senate, it will be his aim to support its great traditions.

Howell must therefore be designated as a progressive republican. Primary elections in many states have shown that the great majority of the American voters are progressive republicans. When it is remembered that men of progressive ideas, almost without exception, align themselves under the republican banner, is it too much to assume that the republican party itself is progressive now, as it always has been?

The republican party was a great party 20 years ago, and it is a great and powerful party today. But it has not retained its power by standing in its tracks. It has progressed with the times, has evolved its governmental doctrines with the advancing ideas of the nation, of the world and of civilization. It is the great party now as it was 20 years ago because it is the American party, the people's party.

McKinley, Taft, Roosevelt, Penrose, Knox, New and McCumber were great republican leaders in their day. This is the day of Harding, Hughes, Beveridge, Pinchot, Frazier and Howell. The old leaders must step aside for the new because the republican party and the American nation are progressing unceasingly and new problems and new conditions must be met and solved by new blood.

A More Efficient Age.

The old-fashioned man who could take a drink of likker every morning and live 100 years now has a son who can take one this morning and die before dinner.—Dallas News.

A Few Snap-crackers Left.

The safe and sane Fourth of July is now a national institution, threatened only by the occasional misguided attentions of some oratorical agitator.—Washington Star.

SIS ADDS TO THE COLLECTION

A Beach Cynic.

A Galveston widow says that the latest proposal she has had was from a life guard, who said the more he saw of bathing beauties the more he admired housekeepers.—Dallas News.

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CARONIA .....Aug. 31 Oct. 5 Nov. 7
SAXONIA .....Sept. 9 Oct. 14 ——
N. Y. to Cobh (Queenstown) & Liverpool
CARMANIA .....Aug. 17 Sept. 14 Oct. 12
SCYTHIA (new) .Aug. 31 Sept. 28 Oct. 26
LACONIA (new) ...Sept. 7 Oct. 5 ——
N. Y. to Londonderry & Glasgow
ASSYRIA .....Aug. 11 Oct. 21 ——
COLUMBIA .....Aug. 19 Sept. 16 Oct. 14
ALGERIA .....Aug. 25 Sept. 23 ——
CITY of LONDON Sept. 2 —— ——
CAMERONIA new Sept. 9 Oct. 7 Nov. 4
New York to Vigo, Gibraltar, Naples, Patras, Dubrovnik, Trieste
ITALIA .....Aug. 12
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