THE MORNING BEE

MORNING—EVENING—SUNDAY

THE BEE PUBLISHING COMPANY
BENSON B. UPDIKE, Publisher. B. BREWER, Gen. Manager.

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Net average circulation of The Omaha Bee, July, 1922

Daily.....71,625 Sunday....76,332

B. BREWER, General Manager
ELMER S. ROOD, Circulation Manager

Sworn to and subscribed before me this 4th day of August, 1922.
(Seal) W. H. QUIVEY, Notary Public

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The net average daily circulation of The Omaha Bee for July, 1922, was 71,625, a gain of 11,712 over July of 1921. The net average Sunday circulation of The Omaha Bee for July, 1922, was 76,332, a gain of 19,860 over July of 1921. This is a larger gain than that made by any other daily or Sunday Omaha newspaper.

PEOPLE'S RIGHTS COME FIRST.

President Harding is giving consideration to what course is necessary to secure relief from a situation that is now intolerable. Congress has responded promptly to his request for a law to provide for investigation of the mining problem, that a permanent solution may be found and the country be assured of a steady supply of fuel. The next big question is to get that fuel to the consumer.

This involves the railroads. Domestic and industrial conditions demand at present a greater service than the roads can give, even were the functioning 100 per cent normal. Figures given out at Chicago put the shop forces at 56 per cent of normal. Rolling stock is daily falling back, because of lack of repair, and the immediate needs of the country call for the use of every car and locomotive in existence.

The president is informed on these points, and he is also committed to the principle that public service is above any private consideration. Whatever merits the dispute between the managers on the one hand and the shopmen on the other may be, the right of the people to be served by the railroads is above either or all. Groups of obstinate men, each insisting on its position and declining to compromise, should not be allowed to penalize the entire nation. Great factories are closing down for lack of fuel, in face of an increasing demand for their output. No matter how busy the workers in mines and railroad shops may be for the next few months, it will be difficult to supply fuel for domestic and industrial needs.

That is the situation today. Mr. Harding has acted with great patience. He has endeavored to secure a settlement, proposing terms that the disputants might have accepted with no loss of honor or dignity, and these have been rejected, first by one, then by the other, and the deadlock continued. Now has come a time when the folly can not be permitted to go further. Railroad managers and railroad workers alike must realize the obligation they are under to serve the people. Governmental operation of the lines is not looked upon as desirable, yet it may prove the only solution.

If Mr. Harding does ask congress for authority to take over the roads, it will be because there is no other way to secure the service that must be had. And, just as he has had the loyal support of the disinterested thinking public, so he will have it to the end. In the meantime, we may be sure that consideration is being given to ways and means for averting such disasters in the future.

AMERICA AND PALESTINE.

One of the speakers at the Jewish celebration on Sunday emphatically disavowed for his people a divided allegiance in their efforts to aid in the restoration of Palestine. America, he pointed out, is the land where they found freedom, and the rights to which all men are entitled. The speaker was born in Russia, and endured all the oppression sustained by the Jews in their unhappy situation under the czar. He also is aware of the unpleasant predicament of the Jews in Russia under the present regime. Having tested of the joys and privileges of American citizenship, he has no thought of forfeiting his present status to join in the quest of the restoration of Palestine.

But he and hundreds of thousands of others like him are ready to give good dollars to assist their less fortunate brethren to escape from the hard conditions of life they must now bear, and to begin in Judea the building up of a new home for an old nation where its glories were the light of the earth in Solomon's time. That is what Keren Heyesod means. No question of loyalty is involved, only a willingness to help in a practical way to accomplish a great benefit for some Jews who can not come to the United States.

The Jew has proved his loyalty to America from the very first. In colony days, and through the formation of the government, down until today, the Jew has had a great and honorable share in the work of giving the republic its permanence. Immigrants from Russia, such as the speaker referred to, have added to the industrial and commercial life of the nation by their energy, zeal, thrift and other desirable qualifications. It is but natural they should burn to help those escape from the bondage they are free from, and this yearning does not mean they are less loyal to the country of their adoption. It only means that they, no longer oppressed, seek to free others.

WOODEN HULLS HAVE SOME VALUE.

The government is in possession of 236 wooden cargo carriers, built during the war, when the fever for shipbuilding was at its height. Maybe these are not as valuable or as serviceable as the steel hulls then set afloat, but they do represent something of value and of possible service. Thus Chairman Lasker must have felt, when he rejected, last week, bids made for the purchase of the entire block, and determined to dispose of the vessels at private sale. In some ways a wooden hull is the equal of one of steel; it requires no more of care to keep it in condition; it will last nearly as long, and in some services it is preferred. The wooden ship was the occasion of considerable of a flurry in Mr. Wilson's original shipping board, and some professional reputations were severely jarred before the question was definitely disposed of by the adoption of a typical design for this type of vessel. Builders on both coasts were delivering hulls to the government when the armistice put an end to the rush to the shipyards. These hulls have swung idly in government harbors nearly four years now, surely eating their heads off in upkeep. That is why Mr. Lasker is anxious to dispose of them; that is also why interested bidders see a good thing in purchasing them for little or nothing in comparison with their cost. It may in the end prove to be necessary, even if not wise, to charge the whole shipping adventure to the cost of the war, and regard anything that is saved from it as salvage. Yet even that is no good reason for giving away hulls that new owners expect to use profitably.

ONE OF INDUSTRY'S TRAGEDIES.

Seventy-five men are trapped by fire, almost three-quarters of a mile below the surface of the earth, in a California mine. The fire is raging at the 3,500-foot level, and they are below it. To get an idea of what this depth means, stand at Twenty-second street and look down Farnam to the B. & M. headquarters building; or imagine fourteen buildings like the Woodmen of the World, piled one on top of the other, and a shaft running through, only keeping in mind that the shaft goes down into the earth, and you may understand how deep the fire is below the surface. And some of the men were at work 1,000 feet further down. Little hope is entertained of saving any of the seventy-five. Human means scarcely can reach them in time to be of service. They will die in the depths of the pit.

Here is one of the tragedies of industry that will come home to the readers of newspapers with telling force. It contains elements that are undeniable in their appeal. Yet it is but one of the things that happen so frequently, that they have come to be accepted as part of life. Minds were shocked to numbness by the awful wastage of human life in connection with the war, but the industrial toll of life and limb in the United States is annually equal to the loss sustained by Americans in battle in France.

Safety appliances, devices of all sorts for protection of life and limb are adopted, but the absolute in protection is not yet provided. Some day the goal may be reached, but until that time workers will go on, daily assuming risks that are part of the game, flirting with death every minute, because it is man's work, the world's work, and because in the end it provides bread and butter, and shelter for the night. Life may not amount to much, but the efforts made to sustain it suggest that it is priceless.

LAND FOR THE LANDLESS VETERAN.

In connection with the debate on the adjusted compensation bill in the senate Mr. McNary renews the proposition of reclaimed swamp and logged-off lands as part of the project for aiding the ex-service men. He sets up that in the United States are 96,000,000 acres of swamp land and more than 20,000,000 acres of arid land. An expenditure of $350,000,000 will bring all this into use.

The McNary plan is sound enough, if one feature is amply provided for and conditions thoroughly understood. Young men going on to this land should be permitted to do so only with the assurance that they are to have all the needed help from the government, that they may not suffer undue hardship or privation while waiting for the returns that are to come in the future. It is not necessary to pauperize them, but equally it is not fair to set them to draining swamps or depending on irrigation ditches provided themselves. To bring into service any of the land that Senator McNary has in mind requires the initial investment of capital far beyond the means of the veterans who are expected to benefit under the plan. The government should provide that capital.

At best the soldier boy will have to wait a considerable length of time before he can realize more than a living from a farm of the nature contemplated by reclamation. He will invest his labor in the work of making the land tillable, and if he has grit and ability equal to the task, in time he will have a farm home where he can live in comfort. To get the big work under way is not his proper task, however.

Settling such ex-service men as wish to engage in agriculture on tracts where they may be reasonably sure of making a living and with an established future as a reward for industry and thrift is worth while. But such settlers should not be under any illusion as to the nature of the enterprise they are embarking in.

TARIFF AS A POLITICAL ISSUE.

Opponents of the administration are spreading a propaganda of the most insidious sort against the tariff measure, and hope by this means to gather enough adherents to the cause of free trade to gain control of congress. The Manufacturers Record, published at Baltimore, representative organ of the industrial interests of the south, says the "prosperity and primacy of America is threatened by the wanton, vicious propaganda of the free traders," and goes on:

> It is said the republican party will lose the elections if it passes the tariff bill. It will be snowed under if it does not. The emergency tariff act has saved more than one whole state from general bankruptcy. Informed men know it. The Underwood law had this country in the throes of the worst industrial panic it had ever known when the great war intervened to counteract its influence. And if the Underwood law is permitted to remain on the statute books, again will the soup houses be the Meccas in our cities. Let politicians beware lest they mistake the shouting of some large newspapers as the voice of the people. The elections show that the people, in fact, are doing their own thinking. And one of the things they are thinking is that a congress which fails to protect them against the most menacing competition they have ever known is a worthless congress, too cowardly or unintelligent to warrant further support.

When the people come to understand what is involved in the tariff, and what the interests are that seek to defeat it, the verdict will soon be reached in favor of the measure. The big issue is: Shall the American market be kept for American products, or will it be opened to the world? Are we interested in providing jobs for American workmen, or are we to make certain that English and Germans are employed, regardless of our own?

Oklahoma cotton growers are reported to have reached the conclusion that the monkey is not the answer to the boll weevil. Only a short experiment was needed to prove that the banderlog is the same in this country as in India.

If the government must have a railroad dictator, Dawes seems to be the man. At any rate, he speaks a language the hard-boiled switchman can understand.

Hayes county objects to having its corn crop destroyed by a government expert, and most folks will agree with the county.

One thing Poincare is not doing is helping to restore tranquility in Europe.

Bonus bill this week? All right, let's go!

On Second Thought

By W. M. STANSIFER.

As we grow better, we meet better people.

From State and Nation

—Editorials from other newspapers—

A Retrospection—Think it Over.

From the Scottsbluff Star-Herald.

The Star-Herald, being in a retrospective mood the other day, was wondering just what would happen if by some stroke of alchemy things could be suddenly changed. For instance, supposing a man bought a farm, located most anywhere in the United States, but presumably a good one; that the purchase price was $100 an acre; that after he had taken possession he raised a dandy crop or two, and then decided to branch out, and so, being a plausible fellow, he induced some one to loan him $150 an acre on the whole farm; and, being also something of a financier, he then formed himself into a stock company and watered the stock for a couple of hundred more per acre—and then he found out that his next crop or two would not pay out and that his investment was too much for his income—but he still had his head with him, and so he went to the kindly government, under which he existed, and he confessed that he couldn't make it; that the price of farm products was down so low that he couldn't pay his interest, let alone his principal, and as the wheat produced on that farm, and the corn, and the potatoes, and all the other foodstuffs being an actual necessity to the people of the government—the government should say: "Well, Farmer John, you've got $450 an acre invested in that land and you are entitled to at least a reasonable interest on your investment, and I don't see how you can make it under present conditions, and so, just to show you that I have your interest at heart, I'll make up whatever losses you have on your next few crops, and, so that you should prosper, I'll guarantee you 5½ per cent interest annually on what your've got invested in the place, if that's satisfactory." Farmer John said it was, and so they drew up an agreement to that effect, and in order that everything might be legal and satisfactory to Farmer John they passed a law, making it binding upon all the people, and they called it the Esch-Cummins law. Later it was discovered that the government had forgotten to put in the contract that Farmer John was to conduct his farming operations economically or that he was to keep the weeds out of the crops, or that, if the farm was an irrigated one, that he was to water the crops at the right time, and in fact that a lot of details were overlooked.

And then our mind got sidetracked over the sugar tariff, and we remembered that our good and beneficent legislators had just raised the tariff on sugar to $2.30 per 100 pounds. Now there are about 260 pounds of sugar made from a ton of beets, and that means that the tariff raises the price of the sugar in a ton of beets $6.08. It must do that or, other things being equal, we would import the sugar for that much loss; or to put it the other way around, somebody could, or we wouldn't need the tariff wall to stop them. But, at any rate, somebody that buys sugar pays the $6.08. Naturally that must help the manufacturer—which is fair enough, and we are glad about that—but we are thinking about some fellow who bought beet land and devoted all his time to hard work, and some way the Esch-Cummins law didn't function in his case—and he didn't make much money because the reorganization of business forced the price of beets from $12 to $5, and so he got to studying and wondered if the people paid $6.08 more for the sugar in his ton of beets because of the tariff wall, and the government was getting the $6.08 a ton on the imported sugar, and we were importing two-thirds of what we consumed, how much it would help him if the government would divide the $6.08 with him. And he didn't want all of it, either, just say about $2 a ton bonus. That would leave the government still $4 a ton winner on each ton raised, and Mr. Beet Raiser wouldn't ask for any guarantee on his $100 an acre land, and he wouldn't form himself into a corporation and water the stock at $200 an acre; and there wouldn't be any one crazy enough to loan him $150 an acre on it anyway; and anyway if he didn't keep the weeds down, and water the beets, and hoe them, and do all the other work necessary to raising a crop, why, of course, he wouldn't raise a crop, and, of course, if he didn't raise a crop the government wouldn't have to pay him any $2 a ton bonus—and anyway, if he didn't raise any beets, and the people still had to pay $6.08 more for 260 pounds of sugar—and the government collected $6.08 from the Cubans and the rest of the other foreign sugar-raising countries—how did that help him if he couldn't raise beets and make a good living at it? And, besides, if the government did this it wouldn't take any of the benefits away from the manufacturers as the result of the $6.08 tariff wall.

Of course, as we said at the beginning, we are "just restrospecting" and wondering what would happen if farming, the basic foundation of all prosperity in the industries of the nation, was looked after and guarded and insured prosperity, in something like the same manner that is exercised when some other lines of endeavor cry hard times. And we wonder why some bright senator or congressman does not rise up and champion the cause of the beet raiser and insure him a guarantee that he can meet interest payments. We especially wonder why they do not, when eminent financiers, who are regarded as authority by the people of a nation, tell us that prosperity will sweep back across the country whenever conditions are such as to make the farmer prosperous.

The German Sailplanes.

From the New York Times.

The achievement of Hentzen in the glider Vampire in the hills near Wiesbaden—the remained aloft two hours and 10 seconds—amazed the professional aviators. And well it might. They knew that the gliding machines of the Wright brothers could not be kept in the air for more than seconds, and that not until a petrol motor was installed in 1903 was there a flight of as much as 59 seconds. Two years were to pass before their plane remained aloft for half an hour and was driven 24¼ miles. At Wasserkuppe, in the Rhon hills, Hentzen in the Vampire, with no motor to whirl a propeller, contrived to stay up four times as long as one of the Wrights did in 1905, and at the end Hentzen glided a distance of 19 kilometers, a little more than six miles, before landing. What was accomplished with the motorless flying machines in the recent Clermont-Ferrand competitions seems insignificant by comparison. The French aviator Hinoutrot succeeded only in "flying" two minutes and 31 seconds in a Farman monoplane.

The reason for the German superiority cannot be found alone in favoring winds that blow "from 17 to 23 miles an hour, with occasional 40-mile gusts." The French competitors had wind enough, 15 miles an hour and more. It is evident that the Hanover Institute of Technology, where the German gliders are made, has evolved important combinations of planes or wings and operating levers. What they are was not explained in the dispatch describing the flight of Martens on Thursday (one hour and six minutes) and of Hentzen the following day.

It seems to be fundamental that in calm air such feats as those of the Germans would have been impossible. Wind was required; the more the better, short of a gale. If a light motor were installed in their "gliders," ascents could be made and actual flights affected in a calm. Sailplane, as the Germans call the Vampire, seems to be an appropriate name. A dispatch from Berlin sheds light upon the design of the machine:

"The Wasserkuppe (technical) schools are paying great attention to the problem of a motorless airplane designed to utilize the wind for going up, for coming down and for motion forward, with or against the wind. The problem is really that of yachting in the air. These machines are not gliders."

The Pacific Gateway.

From the Salt Lake Tribune.

President Garret S. Wilkin of the Utah Manufacturers' association did a wise thing when he urged members of that organization to refrain from signing petitions or expressing opinions with regard to the controversy between the Southern Pacific and Union Pacific over the Central Pacific.

Mr. Wilkin's reasoning is so logical and convincing that it is quoted verbatim: "The business men of Utah and the intermountain territory face one of the most serious problems that have ever confronted them. Great care and much study is necessary for a determination of the proper course to pursue in solving this problem. As you are well aware, the Southern Pacific and the Union Pacific railroads are engaged in a bitter controversy over the control of the Central Pacific system. Your board of directors has not had an opportunity to make the investigation necessary to a determination of the proper course to pursue. We are sincerely desirous of adopting that course best designed to develop this territory and to have the Central Pacific system awarded to that road which best serves our interests. You, doubtless, as individuals, entertain views regarding this dispute. The association is now engaged in a very big, progressive campaign to develop this territory, and it would not only be regrettable, but seriously detrimental, if the association should assume a wrong attitude in this controversy."

The hearing by the Interstate Commerce commission on the disposition of the Central Pacific is still a couple of months distant, so that, in our opinion, the people of Utah will be wise in withholding judgment until they are satisfied that all the facts have been presented to them that are needed in formulating the correct decision. This is entirely a business matter and should be settled on business principles, and not on the grounds of friendship or sentimentality, or to please some one of the good fellows of whom both railroads have a number in action.

The Ever-Increasing Peril.

From the Los Angeles Times.

Over 3,000 persons were injured in auto accidents on the streets of Los Angeles during the first seven months of the year and the ratio of accidents to the number of cars in commission does not seem to shrink even a half of 1 per cent. Fresh sets of regulations and crusades against speeders do not appear to pull down the deadly average. It is becoming accepted as a part of the day's work.

As Our Readers See It

Editorial from readers of The Morning Bee. Readers of The Morning Bee are invited to use this column freely for expression on matters of public interest.

Hayes County Corn Crop.

Hayes Center, Neb., Aug. 26.—To the Editor of the Omaha Bee: An Omaha paper, under date of August 24, 1922, publishes a "special dispatch" upon the condition of the corn crop in Hayes and other counties purporting to have been authorized by A. E. Anderson, state crop statistician, in which he states that the corn crop in 20 counties of southern Nebraska, in which Hayes county is included, is damaged from 20 to 70 per cent. So far as I know, this may be true of some of the other counties mentioned, but it is not true and is a libel as to Hayes county. During the past 10 days I have been in nearly every part of the county and, having farmed or been interested in farming all my life, and for the past 34 years in Hayes county, I know I can better judge the condition of the corn crop in Hayes county than Mr. Anderson, who has never been in the county, unless he may possibly have crossed the extreme southwestern part of the county on the D. L. D. highway, from which he could not observe to exceed 2 per cent of the corn acreage of the county, and I am sure that the corn crop in Hayes county is 100 per cent, if not above that. If Mr. Anderson will come to Hayes county and drive over it so he can see our wonderful fields of corn now maturing, and then if he does not say that he has done this county an injustice by including Hayes county in that report, I will pay every cent of his expenses, including railroad and sleeper fares, hotel bills and auto hire.

Such report as that is a libel on southwestern Nebraska, for at the best it is hard for many people of eastern Nebraska to realize that southwestern Nebraska has developed into one of the best farming and stock sections of the state, many still believing that we are continually menaced by the Indians, buffalo hunting a daily sport, horse-stealing the principal occupation of many; that we travel by ox teams, never rode on a railroad train or saw an automobile; don't know what a high school is for, and get our religious instructions from missionaries sent out by the enlightened east to impress us with crude ideas of civilization.

If Mr. Anderson will refer to the crop and agricultural reports of the state, presumably to be found in his office, he will find that for many years Hayes county has ranked well toward the top in unit farm production of corn, wheat, alfalfa, cattle, hogs, poultry, milk products, etc. That there has never been a bond issued against the county, or a general fund warrant registered for 20 years; that the per capita wealth of the county exceeds that of many of the supposed-to-be more wealthy counties of the eastern part of the state.

C. A. READY.

Of the Greatest Importance.

From the Gering Midwest.

If the people of North Platte valley knew what it meant to them to have the Union Pacific secure control of the Central Pacific, and make the system what its original builders intended and the government wanted, they would be exerting themselves to the utmost to make that control possible. Every commercial organization in the valley should adopt emphatic resolutions demanding it. Nebraska representatives in congress should be urged to advance it.

That combination would relieve the middle west shippers of an enormous tax in the shape of high rates from the coast. It would mean millions spent for wages for an increased force of railroad workers in the middle west.

Best of all, it would mean the speedy construction of the Medicine Bow cut-off, thus making the North Platte valley branch of the Union Pacific in reality a main line. It would put the North Platte valley on the business map of the world.

Not because the Union Pacific wants it, but because it would mean so much for the middle west, and especially for the North Platte valley. The Midwest urges the commercial organizations of the valley to get busy.

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