

'France Farther Into Bog'--Ex-Premier

New Peace Pact Being Propounded

America and England Not to Be Consulted in Treaty, Says Lloyd George.

Ruhr Coal Takes Slump

BY THE RIGHT HON. DAVID LLOYD GEORGE, O. M., M. P. (Former British Premier.)

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London, March 10.—When you have walked some distance into a quicksand and are sinking deeper and deeper with every step you take, it is always difficult to decide whether you are more likely to reach firm ground by pressing forward or by going backward. You must do one or the other. You cannot just stand fast, for that is inevitable destruction.

The French government clearly is of the opinion that safety lies in marching further into the quagmire. So three more German cities have been occupied, more burghmesters and officials expelled, more men and boys shot in the streets, more black troops imported, more regulations and more decrees issued; there are more depressions of French, Belgian and Italian exchanges, more confusion is everybody's business, in central Europe—in a sentence, everywhere there is more quaking and less solid coal.

Eight Per Cent Shortage.

Had it not been for this fatuous invasion, France, during the past six weeks would have already received from the Ruhr nearly 3,000,000 tons of coal and in coke. The total shortage as compared with the promises of Spa was only eight per cent. France has actually received 10,000 tons during the whole of this period. A swarm of engineers, rail waymen, barge men, officials of all kinds and hotel waiters, supported by a formidable army of nearly 150,000 men, have in six weeks produced this ridiculous output. No doubt the amount will later on be increased by further pressure and by pouring in more railway men, but it will be a long time before France receives its Spa quota minus eight per cent, and

then there will be some months' arrears to make up. No wonder that M. Loucheur stated flatly in the French chamber that he did not approve of the Ruhr enterprise. He has one distinct advantage over the Ruhr plungers—he does know something about business. He can boast also of another gift, possession of which is not without significance when you consider his present attitude. He is an admirable judge of tomorrow's weather. That is a rare endowment amongst politicians. Any simpleton can tell you which way the wind is blowing today, but it requires a man of special insight and experience in these matters to forecast the direction of the wind tomorrow.

Good Weather Prophet.

M. Loucheur is one of those exceptionally well equipped weather prophets. So he satisfies the opinion of today by giving his support to M. Poincare, and he safeguards his position by stating clearly that he does not approve of the policy he supports.

I have read no declaration from any French statesman of eminence—with the doubtful exception of M. Barthou—indicating belief in the wisdom of the venture. And yet French courage, French pride, French loyalty, French patriotism—and maybe French blood and treasure—are committed irrevocably to a reckless gamble which most of the responsible statesmen who led France by their wisdom through her great troubles regard with doubt, anxiety and apprehension.

Will the French government try to extricate itself from the difficulties into which it has precipitated its country and Europe? I fear not. Heedlessness rushes a man into danger. It needs courage to get out. And when getting out involved an admission of blame, there are few men who possess that exalted type of courage.

Other Reasons.

There are other reasons why the present government of France will flounder further into the quicksand. When governments make mistakes in England the threat of a parliamentary defeat or a couple of adverse by-elections pulls them out roughly but safely, and the government starts on a new course amid the general satisfaction of friend and foe. The Willensden and Mitchell elections have rescued the British government from one of the most hopeless muds into which any administration has ever contrived to get its affairs.

Under similar circumstances in France a change of government is negotiated with amazing dexterity and celerity. But you cannot arrange the preliminary overthrow of an existing government unless there is someone in the background ready and willing to form the next. There are generally two or three outstanding men of high repute prepared to serve their country in any emergency. The trouble today in France is that every alternative leader disapproves

of this enterprise and believes it must ultimately fall. On the other hand there is no prominent figure in French politics prepared to take upon himself the odium of sounding a retreat. It would always be said that success was in sight and that had it not been for the new minister's cowardice and perfidy France would have emerged triumphantly out of all her financial

Rudy Valentino to Judge Dancing Contest in Omaha



Rodolph Valentino

Fair hearts are due to flutter at the Auditorium next Saturday night. For Rodolph Valentino, the idol of flapperdom, is going to judge a dancing contest between Omaha followers of the terpsichorean art.

Valentino is now making a personal transcontinental tour. He is scheduled to appear at the Auditorium next Saturday night as the principal attraction at a big Rodolph Valentino ball.

Yesterday Ernle Holmes, who is in charge of the affair, received the consent of the film favorite to personally judge a dancing contest, which will be open to Omaha dancers. Plans for the contest will be completed later.

worries. No French statesman dares face that deadly accusation. So the present French government is tied to the saddle of its charger and is forced to go on.

Increasing Fury. Another explanation of the difficulty of withdrawing is to be found in the increasing fury of the original fomenters of this rashness. The more

fruitless the enterprise, the greater the energy they display in lashing the government further into its follies. Last week I gave a summary of the ambitious plans they had conceived for syndicalizing European resources under French control. The industries of Europe controlled from Paris—that is their magnificent dream. This week they propound a new treaty which is to supersede the treaty of Versailles. Boundaries are to be revised, rich provinces and towns practically annexed; Ruhr coal is to be harnessed to Lorraine coal, and Germany, having been further mutilated and bound, is to be reduced to a state of complete economic subjection.

There has been nothing comparable to these ideas since the Norman conquest where the Saxons, having first of all been disarmed, were reduced to a condition of economic thralldom for the enrichment and glorification of their new masters. Needless to say, Britain and America are not to be invited to attend this new peace conference. They are to be graciously informed of the conditions of the new peace when it is finally established by French arms. The British empire, which raised millions of men to liberate French soil from the German invaders, and which lost hundreds of thousands of its best young lives in the effort, is not even to be consulted as to the settlement which its losses alone makes possible.

America Left Out.

America, who came to the rescue with millions of its bravest, is barely worth a sentence in these ravages of brains intoxicated with an unwholesome mixture of hatred, greed and military arrogance. The French government is not committed by any overt declarations to these schemes, but it is ominous that they issue from pens whose insistent prodding has driven this government on to its present action. Up to the present no reputation has come from the head of the government or from any of his subordinates. The very vagueness of his published aims would leave him free to adopt any plans. Pledges for reparation and security will cover a multitude of aggressions.

The British government has just issued as a parliamentary paper a full report of the proceedings of the Paris conference. It is an amazing document. So far as I can see no real endeavor was made by any of its members to prevent the break-up. At the first failure to secure an agreement the delegates threw up their hands in despair and sought no alternatives. They agreed about nothing except that it was not worth while spending another day in trying to

agree. Even M. Theunis, the resourceful Belgian premier, had nothing to suggest. A blight of sterility seems to have swept over the conference. On this aspect of the fateful and fatal conference of Paris I do not now propose to dwell. I wish to call attention to it for another purpose.

I have perused the Blue Book with great care. I was anxious to find out exactly what M. Poincare proposed to demand of Germany as the condition of submission to French will. What was Germany to do if she was anxious to avert the fall of the ax? I have read his speeches and annexes in vain for any exposition of these terms. It is true he was never asked the question. That sounds incomprehensible. But everyone engaged was in such a hurry to break up the conference and thus put an end to disagreeable disagreements that it never seems to have occurred to them to ask this essential question. And the party principally concerned was not represented. The result is that no one knows the terms upon which the French army is prepared to evacuate the Ruhr. Mr. Bonar Law could not explain when questioned in the house of commons. I am not surprised, for no one has ever told him, and he never asked. I am sure that by this time M. Poincare has quite forgotten why he ever went into the Ruhr. For that, amongst other reasons, he will remain there until something happens that will provide us with an answer. Most human tragedy is fortuitous.

The Modern Captain Kidd

The 17th century pirate made no secret of his trade. He flew the black flag. His acknowledged purpose was to grab everything in sight.

Today a manufacturer spends millions of dollars to secure prestige. Then the modern pirate, the maker of imitation repair parts that appear genuine, trades on this prestige.

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For your own protection demand genuine Stewart Parts.
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For the car owners' benefit, prices on Stewart-Warner Repair Parts are standard from coast to coast and have been for years. A practice just recently adopted by several car makers.

A Four That Is More Than A Four

The Facts About a Notable Advance in Automotive Engineering

By Russel E. Gardner, President, The Gardner Motor Co., Inc.

For years the manufacturers of four-cylinder automobiles have been fighting a common enemy—vibration.

It is with a good deal of pride and satisfaction that I am able to say now that to the Gardner organization has come the honor of finding the answer—of eliminating the dreaded "vibration point" from the entire range of operating speeds of the improved Gardner Motor.

A Vibrationless Four

Think for a moment what that means! It means a Four with the smoothness heretofore possible only with a greater number of cylinders. It means a Four capable of delivering more power than most cars of its type, without paying for this power by shaking the car to pieces. It means a swiftness of acceleration, a flexibility of operation such as you have never before associated with four cylinders.

Like most big ideas, the one that has made this engineering achievement possible is extremely simple.

The Big Idea—Five-Bearings

It is the Gardner five-bearing crankshaft.

This Gardner Motor is the only four-cylinder power plant with five main crankshaft bearings—five points of support for the swiftly turning shaft instead of the customary two or three—five bearings to hold the crankshaft smoothly in alignment, to resist the forces that tend to shorten the life of the entire motor!

This principle has been successfully applied in several very high-priced cars. Two of them are Eights with five bearings, while five of the very exclusive Sixes have seven bearings—the same type of construction.



Russel E. Gardner, President of the Gardner Motor Co., and founder of the Gardner organization, builders of fine vehicles since 1882.

A ride in one of the latest Gardner Fours will for the first time give you an idea of what a Four can be; will re-adjust your ideas as to the relative merits of the various types of motor cars; will give you a new respect for the four-cylinder motor.

Somewhere—But Where?

We do not for a minute claim that this Gardner motor has no point of vibration—please bear that in mind. As any engineer knows, such a point must exist somewhere in any engine.

What we do say—and we can prove it to anyone who is interested—is that, wherever this vibration may be, it does not lie within the range of speeds at which the car can be driven.

The Four has always been and will



The Gardner 5-bearing Crankshaft. A feature found in no other make of four cylinder motor at any price.

continue to be the Great American Car. Last year 95% of all cars sold for less than \$1,000 were Fours. And last year the Gardner Motor Co. climbed to a place among the eight leading exclusive manufacturers of four-cylinder cars.

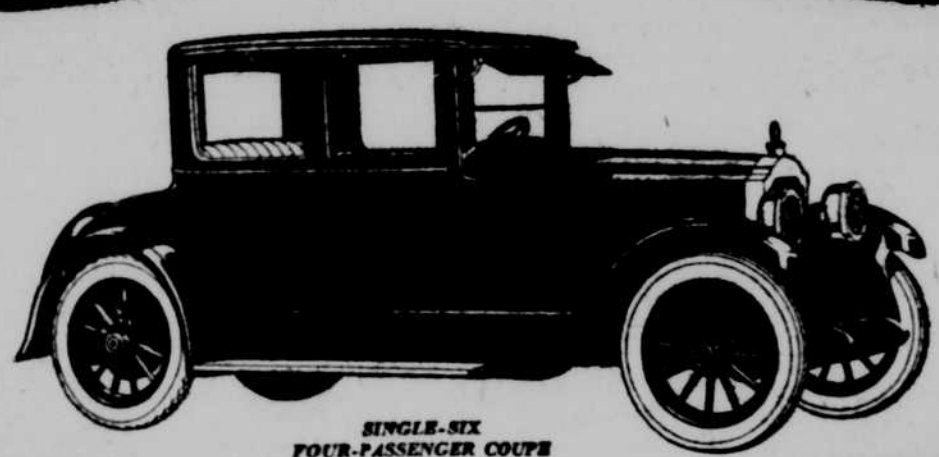
In the latest Gardners all the qualities which have made the Four so widely popular have been retained—operating economy, simplicity, durability and dependability.

And because the Gardner is a Four, it provides these advantages at a moderate price—less than \$1,000 at the factory—and represents throughout chassis, body, finish and equipment a balanced value impossible at its price except through the economies of four-cylinder production.

One Year Written Guarantee

Thus in turn is made possible the second outstanding Gardner advantage—the one year written guarantee. Because we know the car is good throughout—because no one part has been cheapened to make some other part stand out—we can fearlessly guarantee every Gardner Four for the entire first year, which as everyone knows is the critical period in the life of an automobile. No other motor car manufacturer gives a written guarantee covering so long a period.

I have written this account of the development of the Gardner Four and of the five-bearing crankshaft for just one purpose. I want every present and prospective motor car owner to test for himself the performance of the Gardner Four. There is only one way to do it—ride in the car. Our dealer in your city will be very glad to have you do this.



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