

Ford Says Boom for Him Silly

Declares Running Nation Is Not His Kind of Job.

New York, Aug. 1.—"How does any person know in 1923, what he would do in 1924 or 1927? If I were president in 1927, what I would do would depend upon 1927.

"Do the people of America want to make me president, or do they just think they do? Does anybody want to make me an admiral or an archbishop?"

"I know if the people don't, it is as silly to talk of drafting me as it is to try to make me volunteer. I've got a job now—my kind of a job."

These declarations by Henry Ford regarding his possible candidacy for the presidency are contained in a copyrighted article in Colliers Weekly in the issue of August 4, as reported by Charles W. Wood.

"There are approximately 110,000,000 people in the United States," Mr. Wood said to Mr. Ford, "and 90,000,000 of them want to know what you are going to do about the presidency."

"Stick around a few days and I will tell you," is the answer Mr. Wood says he received from the automobile maker.

Following a number of interviews and conferences, in which business talks were used to make Mr. Ford's political views clear to the interviewer, Mr. Wood's "authorized interview" presents Mr. Ford's platform, preceding which is the statement of his political philosophy.

"So we talked about his platform. A platform is supposed to be a statement of principles, and I confess that in political language is rather beyond me. But here is a digest of that conversation as near as I have been able to translate it into plainness."

Platform Outlined.

Then Mr. Wood offers the platform. The following excerpts express the main views:

"All that America needs is the freest possible play of American energy. In the life process, organizations are eliminated as soon as they are ceased to function, in order that better organizations may arrive and function in orderly succession. But since evolution is not under congressional supervision, we wish to assure the American people that they are getting about what is coming to them, and that there won't be much improvement in it. It is time for it. President Harding, in order that we can be expected, and congress has not yet marred the design of the universe.

"International difficulties result from misunderstanding, and the best way to get acquainted with them and ourselves, Europe, in a bad way today, because Europe is not working, and therefore isn't working. The United States cannot be of much assistance to Europe in the present crisis, first, because of the narrow nationalism of Europe, and second, because of the narrow nationalism of the United States. We promise our constituents, however, that this wrong will be righted just as soon as the truth becomes generally known that the real interests of people in various parts of the earth do not conflict.

Tariff a Joke.

"The tariff is a joke, but it is apt to hang on to the detriment of both America and foreign countries, until the people learn that special privileges do not pay. Our nation needs no special privileges, and won't be perfectly happy until it settles down to doing that share of the world's work for which it has the greatest natural capacity.

"The great trouble with farming is that it involves too much unnecessary work. There is no food scarcity, the problem is not one of how to increase production, and thereby pile up a surplus for speculators to play with, but how to simplify production and distribution so that less human energy shall be wasted in the process.

Yancey, Contractor, Expires in Hospital

William J. Yancey, 65, well-known contractor, died in a local hospital Wednesday noon of infection. He was in business in Omaha for 30 years.

Mr. Yancey, a bachelor, is survived by two brothers, B. F. and H. M. Yancey, and two sisters, Mrs. G. W. Noblin and Mrs. W. A. Williamson, all of Clarksville, Va.

Funeral services will be held at Jackson's funeral chapel Thursday afternoon at 2. A nephew, E. Y. Noblin, will take the body to Clarksville for interment.

Mr. Yancey lived at 3007 South Twentieth street.

National Rotary Official Gives Address to Local Club

Frank Lamb, Houlihan, Wash., third national vice president of the Rotary club spoke before the Omaha Rotarians at 12:15 Wednesday noon in the hall room of Hotel Fontenelle on the subject, "Products of Rotary." Rotarians from Council Bluffs, Atlantic, Red Oak, Glenwood and Fremont were present. W. M. Temple presided.

Night Air Mail Flying Postponed to August 20

Trial flights are being made every night at the Fort Crook flying field with planes equipped with auxiliary lights and all other apparatus that the regular night mail planes will carry.

Night flying has been postponed to August 20.

Omaha Grain

Omaha, Aug. 1.—Receipts totaled 157 cars, against 127 cars last week. The market was very good, and the price of grain was higher, generally 1/2 cent higher than last week. The market was very good, and the price of grain was higher, generally 1/2 cent higher than last week.

Weather favorable for the condition of grain. The market was very good, and the price of grain was higher, generally 1/2 cent higher than last week.

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Financial

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New York Bonds

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Police Head and Sheriff at Outs

Disagree on Examining Auto Lights and Chasing Speeders on New Roads.

Charges that Police Commissioner Butler is failing to co-operate with the sheriff's office were made yesterday by Sheriff Mike Ender.

He complains that Butler told him he was too busy to test automobile headlights for the county.

Ender said he has tested more than 600 headlights for the police department, and declared that two or three men are remaining idle at the police station garage every night.

He also asserted that construction of 80 new miles of paved roads in the county took the burden of speeders from the police jurisdiction and placed it on the shoulders of the deputy sheriffs. Motorists, he said, are making speedways of the new paved roads in the county.

N. Y. Curb Bonds

New York, Aug. 1.—Following is the official list of transactions on the New York curb exchange, giving all bonds traded in:

Domestic Bonds. 2 Allied Packer 2 1/2, 103 1/2; 3 Aluminum 7 1/2, 103 1/2; 4 Am Gas & E 8 1/2, 102 1/2; 5 Am R & T 6 1/2, 102 1/2; 6 Am Thrash Co 8 1/2, 102 1/2; 7 Am T & S 6 1/2, 102 1/2; 8 Am T & S 6 1/2, 102 1/2; 9 Am T & S 6 1/2, 102 1/2; 10 Am T & S 6 1/2, 102 1/2; 11 Am T & S 6 1/2, 102 1/2; 12 Am T & S 6 1/2, 102 1/2; 13 Am T & S 6 1/2, 102 1/2; 14 Am T & S 6 1/2, 102 1/2; 15 Am T & S 6 1/2, 102 1/2; 16 Am T & S 6 1/2, 102 1/2; 17 Am T & S 6 1/2, 102 1/2; 18 Am T & S 6 1/2, 102 1/2; 19 Am T & S 6 1/2, 102 1/2; 20 Am T & S 6 1/2, 102 1/2; 21 Am T & S 6 1/2, 102 1/2; 22 Am T & S 6 1/2, 102 1/2; 23 Am T & S 6 1/2, 102 1/2; 24 Am T & S 6 1/2, 102 1/2; 25 Am T & S 6 1/2, 102 1/2; 26 Am T & S 6 1/2, 102 1/2; 27 Am T & S 6 1/2, 102 1/2; 28 Am T & S 6 1/2, 102 1/2; 29 Am T & S 6 1/2, 102 1/2; 30 Am T & S 6 1/2, 102 1/2; 31 Am T & S 6 1/2, 102 1/2; 32 Am T & S 6 1/2, 102 1/2; 33 Am T & S 6 1/2, 102 1/2; 34 Am T & S 6 1/2, 102 1/2; 35 Am T & S 6 1/2, 102 1/2; 36 Am T & S 6 1/2, 102 1/2; 37 Am T & S 6 1/2, 102 1/2; 38 Am T & S 6 1/2, 102 1/2; 39 Am T & S 6 1/2, 102 1/2; 40 Am T & S 6 1/2, 102 1/2; 41 Am T & S 6 1/2, 102 1/2; 42 Am T & S 6 1/2, 102 1/2; 43 Am T & S 6 1/2, 102 1/2; 44 Am T & S 6 1/2, 102 1/2; 45 Am T & S 6 1/2, 102 1/2; 46 Am T & S 6 1/2, 102 1/2; 47 Am T & S 6 1/2, 102 1/2; 48 Am T & S 6 1/2, 102 1/2; 49 Am T & S 6 1/2, 102 1/2; 50 Am T & S 6 1/2, 102 1/2; 51 Am T & S 6 1/2, 102 1/2; 52 Am T & S 6 1/2, 102 1/2; 53 Am T & S 6 1/2, 102 1/2; 54 Am T & S 6 1/2, 102 1/2; 55 Am T & S 6 1/2, 102 1/2; 56 Am T & S 6 1/2, 102 1/2; 57 Am T & S 6 1/2, 102 1/2; 58 Am T & S 6 1/2, 102 1/2; 59 Am T & S 6 1/2, 102 1/2; 60 Am T & S 6 1/2, 102 1/2; 61 Am T & S 6 1/2, 102 1/2; 62 Am T & S 6 1/2, 102 1/2; 63 Am T & S 6 1/2, 102 1/2; 64 Am T & S 6 1/2, 102 1/2; 65 Am T & S 6 1/2, 102 1/2; 66 Am T & S 6 1/2, 102 1/2; 67 Am T & S 6 1/2, 102 1/2; 68 Am T & S 6 1/2, 102 1/2; 69 Am T & S 6 1/2, 102 1/2; 70 Am T & S 6 1/2, 102 1/2; 71 Am T & S 6 1/2, 102 1/2; 72 Am T & S 6 1/2, 102 1/2; 73 Am T & S 6 1/2, 102 1/2; 74 Am T & S 6 1/2, 102 1/2; 75 Am T & S 6 1/2, 102 1/2; 76 Am T & S 6 1/2, 102 1/2; 77 Am T & S 6 1/2, 102 1/2; 78 Am T & S 6 1/2, 102 1/2; 79 Am T & S 6 1/2, 102 1/2; 80 Am T & S 6 1/2, 102 1/2; 81 Am T & S 6 1/2, 102 1/2; 82 Am T & S 6 1/2, 102 1/2; 83 Am T & S 6 1/2, 102 1/2; 84 Am T & S 6 1/2, 102 1/2; 85 Am T & S 6 1/2, 102 1/2; 86 Am T & S 6 1/2, 102 1/2; 87 Am T & S 6 1/2, 102 1/2; 88 Am T & S 6 1/2, 102 1/2; 89 Am T & S 6 1/2, 102 1/2; 90 Am T & S 6 1/2, 102 1/2; 91 Am T & S 6 1/2, 102 1/2; 92 Am T & S 6 1/2, 102 1/2; 93 Am T & S 6 1/2, 102 1/2; 94 Am T & S 6 1/2, 102 1/2; 95 Am T & S 6 1/2, 102 1/2; 96 Am T & S 6 1/2, 102 1/2; 97 Am T & S 6 1/2, 102 1/2; 98 Am T & S 6 1/2, 102 1/2; 99 Am T & S 6 1/2, 102 1/2; 100 Am T & S 6 1/2, 102 1/2; 101 Am T & S 6 1/2, 102 1/2; 102 Am T & S 6 1/2, 102 1/2; 103 Am T & S 6 1/2, 102 1/2; 104 Am T & S 6 1/2, 102 1/2; 105 Am T & S 6 1/2, 102 1/2; 106 Am T & S 6 1/2, 102 1/2; 107 Am T & S 6 1/2, 102 1/2; 108 Am T & S 6 1/2, 102 1/2; 109 Am T & S 6 1/2, 102 1/2; 110 Am T & S 6 1/2, 102 1/2; 111 Am T & S 6 1/2, 102 1/2; 112 Am T & S 6 1/2, 102 1/2; 113 Am T & S 6 1/2, 102 1/2; 114 Am T & S 6 1/2, 102 1/2; 115 Am T & S 6 1/2, 102 1/2; 116 Am T & S 6 1/2, 102 1/2; 117 Am T & S 6 1/2, 102 1/2; 118 Am T & S 6 1/2, 102 1/2; 119 Am T & S 6 1/2, 102 1/2; 120 Am T & S 6 1/2, 102 1/2; 121 Am T & S 6 1/2, 102 1/2; 122 Am T & S 6 1/2, 102 1/2; 123 Am T & S 6 1/2, 102 1/2; 124 Am T & S 6 1/2, 102 1/2; 125 Am T & S 6 1/2, 102 1/2; 126 Am T & S 6 1/2, 102 1/2; 127 Am T & S 6 1/2, 102 1/2; 128 Am T & S 6 1/2, 102 1/2; 129 Am T & S 6 1/2, 102 1/2; 130 Am T & S 6 1/2, 102 1/2; 131 Am T & S 6 1/2, 102 1/2; 132 Am T & S 6 1/2, 102 1/2; 133 Am T & S 6 1/2, 102 1/2; 134 Am T & S 6 1/2, 102 1/2; 135 Am T & S 6 1/2, 102 1/2; 136 Am T & S 6 1/2, 102 1/2; 137 Am T & S 6 1/2, 102 1/2; 138 Am T & S 6 1/2, 102 1/2; 139 Am T & S 6 1/2, 102 1/2; 140 Am T & S 6 1/2, 102 1/2; 141 Am T & S 6 1/2, 102 1/2; 142 Am T & S 6 1/2, 102 1/2; 143 Am T & S 6 1/2, 102 1/2; 144 Am T & S 6 1/2, 102 1/2; 145 Am T & S 6 1/2, 102 1/2; 146 Am T & S 6 1/2, 102 1/2; 147 Am T & S 6 1/2, 102 1/2; 148 Am T & S 6 1/2, 102 1/2; 149 Am T & S 6 1/2, 102 1/2; 150 Am T & S 6 1/2, 102 1/2; 151 Am T & S 6 1/2, 102 1/2; 152 Am T & S 6 1/2, 102 1/2; 153 Am T & S 6 1/2, 102 1/2; 154 Am T & S 6 1/2, 102 1/2; 155 Am T & S 6 1/2, 102 1/2; 156 Am T & S 6 1/2, 102 1/2; 157 Am T & S 6 1/2, 102 1/2; 158 Am T & S 6 1/2, 102 1/2; 159 Am T & S 6 1/2, 102 1/2; 160 Am T & S 6 1/2, 102 1/2; 161 Am T & S 6 1/2, 102 1/2; 162 Am T & S 6 1/2, 102 1/2; 163 Am T & S 6 1/2, 102 1/2; 164 Am T & S 6 1/2, 102 1/2; 165 Am T & S 6 1/2, 102 1/2; 166 Am T & S 6 1/2, 102 1/2; 167 Am T & S 6 1/2, 102 1/2; 168 Am T & S 6 1/2, 102 1/2; 169 Am T & S 6 1/2, 102 1/2; 170 Am T & S 6 1/2, 102 1/2; 171 Am T & S 6 1/2, 102 1/2; 172 Am T & S 6 1/2, 102 1/2; 173 Am T & S 6 1/2, 102 1/2; 174 Am T & S 6 1/2, 1