U. S. Birdmen Span Pacific First Time; Russians Hostile

Bolsheviki Order World Fliers to Quit Their Coast; Smith Like Homing Pigeon.

Told by LOWELL THOMAS.

(Copyright, 1924.)

Historically the next jump that the world fliers were to make was to be the most important single episode of the world flight. For the first time in history airplanes were to fly across the Pacific ocean.

In flying around the world, the American aviators, in addition to being the first to circumnavigate the globe, established a host of other records. But on this one jump, from Attu island, across Bering sea to the peninsula of Kamchatka, the world fliers were accomplishing a feat which in itself would have assured them of a permanent place in history even if they had gone no farther. In historical importance, this flight from America to Asia ranked as an achievement similar to the first aerial crossing of the Atlantic by the United States naval seaplane NC-4, the Atlantic flight of Alcock and Brown, the Portuguese flight from Lisbon to Brazil, Sir Ross Smith's marvelous feat in flying from England to Australia, and the British flight through the heart of Africa from Cairo to the cape.

Give Russ Wide Berth.

When we contemplate the above comparison and stop to consider the importance of this first aerial crossing of the Pacific which Commander Lowell Smith is to describe to us, we realize the really gigantic proportions of this flight around the whole world in which the crossing of the Pacific was merely one of many episodes.

"We rolled out of our bunks in the traders' house at Chicagoff about 5 on the morning of May 15, says Lowell Smith. "Blair, our meteorologist friend, was with Captain Beck out at Bering sea, off the Komandorski islands, and the coast guard cutter Haida was 50 miles out at sea. They had gone ahead in order to give us full weather reports. I don't know what we would have done without them, because the middle of Bering sea is no place for airplanes to get tangled up with snowstorms.

"We had held a council with our bureau of fisheries and coast guard friends several nights before and had decided that we would attempt to fly all the way through to Paramushiru, a distance of about 870 miles, if the weather was clear. But away up here in the north Pacific and in Bering sea it may be perfectly calm and then an hour later you may find yourself in the midst of a terrific storm.

"The nearest land after leaving the Aleutian islands happened to be the Komandorskis. But they belong to Russia, and owing to the fact that our government had not recognized the soviet, it had not been possible for any arrangements to be made with the Russians for us to land anywhere in their territory. To do so, theoretically might, therefore, lead to serious complications. Nevertheless, in view of the fact that the weather up here is so notoriously fickle, it was decided that the Elder would lie off about three miles from Bering island in the Komandorskis, just so that in case of emergency we could at least come down at sea in the shelter of land, refuel from the Elder and then wait for the weather to clear up off Kamchatka for the remainder of the hop to Paramushiru in the Euriles, which belongs to Japan.

Smith Holds True Course.

"As things turned out, it was most fortunate that we decided upon this, for soon after we left Attu a great storm cut off the direct route to the Euriles. At exactly 11.35 on the morning of May 15 we set forth across the open sea to fly the Pacific. It was Wednesday morning when we left Attu, but when we reached the Komandorskis, five hours later, we arrived there to find that it was Thursday afternoon. About midday we passed the 180th meridian, where time advances a whole day. So we made this flight both on May 15 and 16.

"At five minutes past midday we were directly above the last bit of American soil that we were to see again until crossing the Atlantic. At 12:20 we flew over the Haida. We circled around her once because we thought that it was going to be our last opportunity of seeing our coast guard friends, who had given so unsparingly of their time and have worked so enthusiastically for us. Bering sea is one of the roughest bodies of water on the face of the globe, and here where it joins the north Pacific is the roughest part. The Haida was rolling from side to side. But as we circle around, almost every man on board seemed to be on deck waving to us.

"By now the weather to the southwest in the direction of Paramushiru had suddenly become thick and foggy, while to the north and straight ahead it was perfectly clear. So we headed straight toward the Komandorskis. For three hours we flew out of sight of land, and all that time we kept wondering what kind of a reception the bolsheviks would give us."

Erik Nelson, Leigh Wade, and the other airmen all praise Smith for his ability as a navigator, for when they reached the Russian islands the planes were not even a hundred yards off their course. Every one who has flown with "Silent" Smith declares that he has the instinct of a homing pigeon.

Forced Down by Storm.

"At 3:05 we rached Copper island the most easterly of the Komandorskis. While it wasn't much to inspire one, it sure looked good to us. Then from Polata point on Copper island we headed northwest toward Bering, the largest island of the group, and at 5 we came to a dent in the coast on the shore of which are the wireless towers of the Russians, and the village of Nikolski. At the same moment we saw the Elder, about three miles out at sea. It was too rough for us to land out where it was. Its officers evidently realized this, and while we circled around they steamed in to the sheltered dent in the coast line and dropped buoys.

The minute we had taxied down to them we saw a boat putting out from shore, so we sat there in our cock pits, ready to take off again if necessary. When the boat came along side we saw that it contained five men, some of them in uniform and some in civilian clothes. Several of them wore long beards and looked just like the Russians of one's imagination. Not one of them could speak a word of English, and, of course, we knew as little about their language as we knew about Chinese. So we all went on board the Elder together, and fortunately there was one man in its crew who could talk to them.

"Incidentally, some of the press reports that came through saying that the Russians had told us to 'get outski' were all bunk. They were exceedingly courteous, but, of course, they wanted to know who we were, where we had come from, why we were there, and whether we had permission. You can imagine their astonishment, away out here at this uttermost extremity of Russia's possessions, when they suddenly saw three giant airplanes come swooping into their bay.

Ordered Off by Russians.

"Of course, we told them that we had no permission to land, but that we had been forced to descend at their islands because of the storms to the south. When we told them that we merely wished to remain over night they asked us to remain on board the Elder and not go ashore. In the meantime they said they would get in touch with their government in Moscow.

"We heard nothing more from them that day, but they were awfully nice and sat around smoking cigarets and chatting before returning to the village. Until 10 that night we stayed with the planes, fuelling up and getting everything in readiness so we could push off at dawn if necessary. There really isn't a harbor there at Nikolski, and if a southwester had blown up we might have been in a tight fix. Fortunately there was only a light north wind. The hours of daylight were long, and when we returned to the Elder at 10 that night it was still light enough to read a book out on deck. When we got up again at 4:30 it was broad daylight again.

Just as we were getting ready to take off, out came the Russians in their little boat. They said they had just received word from Moscow to the effect that we should not be allowed to stop there. We thanked them for their courtesy, smiled to ourselves, because, of course, we were just at that moment getting ready to say goodby to their little island, and asked them to pull their boat off to one side a few yards. Ten minutes after they had requested us to leave we were 10 miles away.

Relief Ship Seen Again.

"The previous night Captain Beck of the Elder had informed the Haida of where we were and what had happened, and the latter had started full steam ahead toward the Komandorski's. That morning, as we started from Bering island for Paramushiru, far off on the horizon we saw our faithful friend, the Haida, speeding towards us. She was coming to our rescue in case any unpleasantness arose as a result of our emergency stop with the bolsheviks.

"That was the last time we saw the Haida until we had completed our trip around the world. As we flew westward toward the ice-capped mountains and volcanos of the Siberian mainland the thoughts of all of us were of the Haida and the Elder. We knew that if we succeeded in reaching our goal success would be due in no small degree to our enthusiastic friends on the coast guard cutter and little bureau of fisheries boat that were now specks on Bearing sea far behind us.

"It was an ideal spring morning that we approached the Gulf of Kronotski, Cape Shipunski, and the mountains of Kamchatka. We covered the flight of 150 miles over the water in just two hours' flying time. At 9:30 a. m. on May 17 we looked down and saw a cape jutting out into the ocean directly under us. At that moment we had completed the first aerial crossing of the Pacific."

Read the next installment of the thrilling round-the-world flight in The Omaha Bee tomorrow.

Professional Men Elect—Election of officers of the Professional Men's club was to be held Monday noon at the regular meeting at the Hotel Fontenelle.

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Balance Between Rail and Water Rates Necessary

Control of Canal Tariffs as Proper as Government Jurisdiction Over Roads' Charges.

ARTICLE III.

By WILL M. MAUPIN.

Does it not appear from the outline already given that instead of crucifying the railroads and at the same time working injury to interior industrial development by forcing an increase of rates, the proper remedy would be to so equalize the rates as between rail carriers and water carriers that a proper balance might be maintained between all sections. What is there so sacred about the Panama canal and canal and ocean rates that they may not be touched, even though that policy is fast destroying industry and general business in the interior sections?

If the commerce of the country needs control over rail rates, is it not proper that there should also be control over water rates? The needs of commerce must be considered as a whole, which means that rates as a whole should be controlled. A half control is no control, in fact, worse than no control.

The immediate effect of the adoption of the Gooding amendment will be to stop the Interstate Commerce commission from granting the railroads permission to put into effect rates that will enable them to get a reasonable proportion of the transcontinental traffic. This will vastly and immediately increase the tonnage passing through the Panama canal and decrease the tonnage likely to pass over the rails. The loss of revenue to the railroads by reason of this must be made up from some other source. There is but one source—an increase of rates on the short or intermediate hauls. This will not seriously affect industries within 300 or 400 miles of either coast, and the east coast less than the west coast, but it spells ruin to many mid-western industries and developments.

The Panama canal was not intended to build up any one particular section. Its purpose was to benefit the whole country industrially, while at the same time adding to the national defense. As a part of the national defense it is, perhaps, fulfilling its original intent. As a benefit to the entire country it is a failure, for it is building up coast industries at the expense of interior industries. Such was never intended.

The propagandist for the coast industries seeking to enlarge their advantages by reason of the Panama canal, says:

"Given unregulated power to make its own rates, it (a railroad) can charge a tariff far below cost to the terminal points and make up the deficit by raising the rates to interior points."

To be sure, but the railroads have no such power. They cannot make a rate without permission of the Interstate Commerce commission. Neither can they raise or change a rate without permission. Rates are made for the railroads, not by the railroads. But, on the other hand, the propagandist does not state the converse of his proposition. With unregulated power to make rates between the eastern and western coasts the ocean carriers can and do make rates that would be confiscatory if applied to the rail carriers, and which can and does build up coast industries at the expense of the interior.

Is the remedy the imposition of a low rail rate that will confiscate the rail carriers, or the imposition of an ocean rate that will in the largest possible measure equalize opportunity between the two industrial concerns? Shall we depriving the railroads of any chance at all to hold a portion of the trans-continental traffic, or shall we give them a chance to compete and at the same time continue to build up interior industry, develop interior resources and equalize opportunity throughout the entire country?

But why, one may ask, should the railroads be allowed to haul freight 3,000 miles from coast to coast cheaper than the same freight is hauled from one coast to a half way point and another shipment picked up at that point and hauled on to the other coast? In other words, why should the cost of the long haul be less than the sum of the two local hauls?

The question is a fair one, and is deserving of a fair and unequivocal answer. The difficulty lies in answering the question in a way to cover all that the question contains. As nearly as the answer can be put into a single sentence it is this: Because the cost to the rail carrier of the uninterrupted long haul is less than the cost of the total of the interrupted or broken hauls. Then there is always the other answer—if they do not make a lower rate to compete with the water rate they will not get the business and will lose the revenue.

The experience of almost every city of any considerable size in the matter of light and power rates may be taken as an illustration, because light and power rates come directly home to the individual consumer:

An uninterrupted 24-hour electric service may be furnished cheaper per unit of power consumed than a service of only six hours or of 12 hours. The reason is very simple. By making a lower rate for power industry is stimulated and the power plant enabled to get some return for the expense of maintaining its plant during the day. This day return is reflected in a lowering of a rate that would otherwise be demanded if the plant was working only half time.

It is that very thing, the power of the interstate commerce commission to take all the facts into consideration and fix rates ,that enables the interior sections of the country to develop their industries and agricultural resources.

The effect of the Gooding amendment will be to take this power from the commission, and impose upon the interior an unjust burden of freight rates, or practically destroy those industries by depriving the railroads of any possible chance of survival.

That point will be discussed in the next succeeding article.

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These experts are here to personally demonstrate to all ruptured people what the Rice Rupture Method can accomplish. You have, no doubt, heard and read much about this famous Method and the cures which thousands have reported from it. Now, you have the chance to find out all about it, to have it demonstrated to you and to see what it can do in YOUR OWN case. Just call at the hotel and these experts will give you their personal attention, best advice and complete demonstration absolutely without charge.

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The Rice Method is different from anything else. It is modern, up-to-the-minute, abreast of the latest scientific developments. It is the one Method that you are not asked to take on faith alone—the one Method that is positively demonstrated to you, right on your own person, without any charge whatever. You do not spend a penny unless, after having a full and complete demonstration, you decide that this is the Method for you. And you—you alone—are the sole judge of that.

In justice to yourself, come in and see these experts. Remember, they will be here only three days, then your opportunity will be gone. Grasp it NOW. It may prove to be the wisest thing you ever did, and anyway, it costs you nothing to find out.

Remember, come to the Rome hotel any day from 9 to 12 forenoons, 2 to 5 afternoons, or 7 to 9 in the evening. The dates are Thursday, Friday and Saturday, December 18, 19 and 20.

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Have you ever stopped to reason why it is that so many products that are extensively advertised, all at once drop out of sight and are soon forgotten? The reason is plain—the article did not fulfill the promises of the manufacturer. This applies more particularly to a medicine. A medicinal preparation that has real curative value almost sells itself, as like an endless chain system the remedy is recommended to those who have been benefited, to those who are in need of it.

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ANNOUNCEMENTS.

Funeral Notices. 1

TERRY—Christina, December 15, at the residence of her daughter Mrs. Clyde B. Tryon, 1468 Emmet St., aged 71 years. In addition to Mrs. Tryon, she is survived by two other daughters, Mrs. George A. Koechig, of Santa Paula, Cal., and Mrs. John F. Beerkle of Omaha, and one son, Thomas G. Terry, also of Omaha. Funeral services will be held at the Brailey & Dorrance chapel Tuesday, December 16, at 3 p. m., after which the remains will be forwarded to Springfield, Ill., for interment.

WAGNER—Albert H., 58 years of age, 4204 Franklin St., December 14. Deceased is survived by his wife, Mrs. Alice Wagner, three daughters, Mrs. J. P. Eagin, Ardath and Gayle of Omaha, Neb., one son, H. G. Smiley of Omaha, one sister and two brothers. Funeral services at Hoffman-Crosby funeral home at 2 p. m. Tuesday, December 16. Interment Forest Lawn.

HARTMAN—Mrs. Mary Ellen, aged 47 years, beloved wife of G. W. Hartman, passed away December 13, 1924. Funeral Tuesday afternoon at 2 o'clock from the family residence, 2132 Weber St. Florence. Interment Forest Lawn cemetery. N. P. Swanson's mortuary in charge.

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Cemeteries. 4

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Card of Thanks. 6

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(Signed) BRUCE R. RAYMER,
MRS. L. S. DENMAN,
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16TH AND DOUGLAS STS. JA. 5470.
Classes Tuesday and Friday, 10 lessons, $4. Private lessons anytime. Ten competent instructors.

KEL-PINE—Farnam at 25th, class and assembly Mon. and Thurs. Nites. Private lessons any time. AT. 7886.

Private Instruction. 51

MRS. L. S. McConnell will give private French lessons at home. 4407 Leavenworth. Tel. WA. 5412. She is a graduate of University of Paris, France.

MERCHANDISE.

Business Equipments. 58

TYPEWRITERS, — Reasonable RENTAL rates. New and second-hand machines for sale. Have you seen the Standard Keyboard Remington Portable? Whatever your needs in the typewriter line, call Remington Typewriter Co., 210 S. 18th St. JA. 2874.

WE BUY, sell safes, make desks, show cases, etc. Omaha Fixture & Supply Co., S. W. Cor. 11th and Douglas. JA. 2724.

Machinery and Tools. 67

NEW and second-hand motors, dynamos. LeBron Electrical Works, 218-20 S. 12th.

Musical Instruments. 70

PLAYER piano. Fine condition. Less than half price. JA. 3067.

FISHER piano, fine condition. See it after 5 at 4812 Farnam.

MERCHANDISE.

Musical Instruments. 70

BABY GRAND, brown mahogany, less than 1 year old. See this bargain, B-1323, Omaha Bee.

FINE upright. Like new. Sacrifice price. Cash or terms. 4823 S. 22d. MA. 5110.

FISHER upright to be sold for storage and repair charges. JA. 3066.

DWORAK Saxophone Studio. Reliable instruction. Mickel Bldg. AT. 4361.

Wanted to Buy. 73

DESKS, DESKS, DESKS.
New desks, used desks, bought, sold and traded. J. C. Reed, 1207 Farnam St. AT. 6146.

ROOMS FOR RENT.

Rooms With Board. 74

1711 S. 29TH ST.—Beautiful room with board for one or two in new home. Reasonable. Call HA. 0248.

JA. 3556 (Tel.)—Suitable home with meals for four gentlemen; ideal conditions.

2406 BRISTOL—Room and board for gentleman. WE. 1229.

Furnished Rooms. 75

FARNAM, 3819—Large, well heated room for gentlemen. Private home. References. HA. 3302.

Furn. rm., st. heat, priv. bath, for men. Far. carline, walk dis. AT. 9135 or 9670.

622 S. 31ST. AVE.—Pleasant front room, modern, private house. HA. 4455.

Rooms for Housekeeping. 76

TWENTY-EIGHTH, 602 S.—Parlor floor, 2-room apartment, 2, 3, 4-room suites; very reasonable to parties employed. Gas, heat, phone, electricity, garage, close-in. AT. 1836.

410 N. 23D STREET—Furnished apt., everything furnished; no objection to children. JA. 5596.

3119 CALIFORNIA—Two, 3-rooms, furnished with heat. Ground floor. HA. 4061.

CAPITOL AVE., 2540—Pleasant hskp. or sleeping rooms. Call JA. 6975.

AT. 3702 (Tel.)—Modern light housekeeping rooms; everything furnished.

Rooms, Unfurnished. 77

BANCROFT, 2125—3 upstairs rooms for rent, mod., close to car., reas. WA. 5915.

Where to Stop in Town. 78

HOTEL SANFORD—19th and Farnam.
HOTEL HENSHAW—16th and Farnam.
Special Rates to Permanent Guests

Apartments of Building Owners and Managers Association.

Furnished. 80a

Elegant mod. 5-r. steam ht., elec. washer. 111 N. 25th. Key at Hunter Inn. AT. 6960.

Unfurnished. 80b

FOR WARM, comfortable and pleasant apts., with good service and at reasonable rents, varying in size from 3 to 6 rooms. Call

PETERS TRUST COMPANY.
"Where Omaha Rents."
AT. 0544. 17th and Farnam Sts.

APARTMENTS and flats for rent.
W. J. PALMER CO AT. 8980
Real Estate Management Specialists.

PETERS TRUST COMPANY.
"WHERE OMAHA RENTS."
AT. 0544. 17th and Farnam Sts

ONE, two three and four-room apts. $25 to $75.
DRAKE RENTAL AGENCY

REAL ESTATE—FOR RENT.

Apartments—Furnished. 80

EIGHTEENTH, 724 N.—Modern 5-room apartment, steam heat, electricity, ground floor. Reasonable.

Apartments—Unfurnished. 81

3105 DORCAS—6 large rooms and breakfast nook. Like new. Close to car and school. $65.
J. L. HIATT COMPANY,
AT. 9900.

DESIRABLE 3-room apt. with 5-room accommodations. 5019 Underwood Ave., WA. 5925.

NEW DUPLEXES FOR RENT.
N. J. SKOGMAN & SONS,
2118 Cuming St. HA. 7045.

1519 PARK AVE., opposite park, 4 rooms, lower flat, 5-room accommodation, $40, porch; good condition. HA. 1565.

STEAM heat, 4-room apts., $30 and up; close in. G. P. Stebbins, 1410 Chicago St.

BEAUTIFUL FIVE-ROOM APT.
HA. 1713.

Business Places for Rent. 82

SEVEN room modern house, garage for 1 car, 1506 Willis Ave. Phone day, AT. 4986, Sunday and evenings, KE. 1821. C. T. Dickinson.

Houses for Rent. 83

HOUSES, FLATS and DUPLEXES of various types and sizes at rental from $12.50 to $100.

PETERS TRUST CO.
"Where Omaha Rents."
AT. 0544. 17th and Farnam Sts.

611 N. 30TH ST.—7 rooms, newly decorated; oak finish downstairs; must be seen to be appreciated. Garage if desired. HA. 1092.

32D AVE.—Facing Hanscom Park, 10-room strictly modern brick house. Double garage. Call at 1707 So. 33d St. (Tel.) HA. 1924.

SIX-ROOM HOUSE, all modern, with garage. Call KE. 4608.

5-ROOM modern house, $35. For colored. 2405 N. 27th St. JA. 1142.

NINETEENTH, 1419 N.—Six-room cottage, modern except heat. WE. 0787.

Offices and Desk Room. 85

FOR RENT

Private office and waiting room with telephone service. Apply 1602 City National Bank Bldg.

Farm Lands for Rent. 88

160-ACRE farm near Omaha cheap for cash rent. 806 N. 19th.

REAL ESTATE—FOR SALE.

Business Property. 91

BUSY TRANSFER CORNER.
IDEAL INVESTMENT. 8% NET.
GLOVER & SPAIN. JA. 2886.

Real Estate—Investments. 92

50 PER CENT NET RETURN
on your investment. $2,500 cash will handle. For information, phone Carl H. Roos, AT. 4940. W. J. Palmer Co., 410-12-14 Keeline Bldg.

INCOME $2,370, small apt. Bargain. $18,000. Inquire 3837 South 32rd St.

Farms and Lands for Sale. 93

52 ACRES NEAR OMAHA
with the best of improvements. Wonderful feeding place. This farm must be seen to be appreciated. Price is right. Phone Carl H. Roos, AT. 4940. W. J. Palmer Co., 410-12-14 Keeline Bldg.

FOR SALE—Well improved farm, southern Iowa. Good corn and blue grass country. Buy now, before prices advance. Archie Putreff, Hatfield, Mo.

CASH FOR YOUR LAND.
Sales made in sixty counties of Nebraska. Mark Carraher, Real Estate Auctioneer, Central City, Nebraska.

REAL ESTATE—FOR SALE.

Farms and Lands for Sale. 93

IMPROVED choice Lake county S. D. quarter section, good, fertile, black soil, all tillable; one mile off state road, near to school and churches; on account ill health will sell or trade. 50 acres corn in field goes with it if sold soon. $4,500 will handle, balance long time. J. A. Marken, Arlington, S. D., R. F. D. 2.

Houses for Sale. 95

BETTER THAN RENTING.
NAME YOUR OWN TERMS ON THIS BEAUTIFUL NEW 5-ROOM ALL MODERN BUNGALOW WITH FIREPLACE, TILE BATH, BUILT-IN TUB, BREAKFAST NOOK, ETC. SIGHTLY EAST FRONT LOT. IMMEDIATE POSSESSION. MOVE IN BEFORE CHRISTMAS. EVENINGS CALL KENNETH METCALFE, WA. 6557 OR LE ROY GEHRIS, KE. 5039.
METCALFE COMPANY,
GROUND FLOOR, 203 S. 19TH ST.
AT. 5415.

ONLY $5,500

Do you want a real home cheap? If you do, call me today and let me show you an all modern five-room bungalow; oak and enamel finish. Can arrange easy terms. Call Walnut 2812.

$100 OFF on any house purchased this week; choice of locations; sell one $700 down. Shopen & Co., Keeline Bldg.

T. B. CAMPBELL, builder of good homes. A few completed. Right location, price and terms. 239 Keeline. AT. 5048.

Houses—North. 96

Old House in Prettiest Mile

Old house in Prettiest Mile district. This is your opportunity to get in a fine district at a poor man's figure. 5 rooms nearly modern. Lot 50x150, south front just off Florence boulevard on Ogden Ave.; ½ block to car line. Everything paid. Price and terms very reasonable. AT. 4066. KE. 1732.

Five-Room Modern Home $500