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BEE TELEPHONES Private Branch Exchange Ask for AT lantic 1000 the Department or Person Wanted. For Night Calle After 10 p. m.: OFFICES OF THE BEE
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The Bee's Platform

- 1. New Union Passenger Station.
- 2. Continued improvement of the Nebraska Highways, including the pavement of Main Thoroughfares leading into Omaha with a Brick Surface.
- 3. A short, low-rate Waterway from the Corn Belt to the Atlantic Ocean.
- 4. Home Rule Charter for Omaha, with City Manager form of Government.

Hides, Skins, Leather and Shoes.

No item in the tariff, not excepting the embargo on dyes, has aroused such a chorus of opposition in the eastern papers as did the 15 per cent advalorem tax proposed on hides and skins. The Boston Transcript, printed in the heart of the shoe-making industry, the New York Times, and a host of lesser lights, approach hysteria in discussing the action of the house. "The New England manufacturers don't want it, as Mr. Tague of Massachusetts told the house," says the Times, in its querulous consideration of the item. "A duty." it goes on, referring to hides, "means higher prices for leather in shoes.'

What, we would like to inquire, is the proportional relation between hides and leather, or shoes? During all the time of the war hides was the one great commodity that did not take a shoot upward; no product of the farm has been so cheap as hides. Something, however, happened between the steer's back and the farmer's foot that never will be explained to the satisfaction of the victim. A Custer county farmer sent a steer's hide to Lincoln last spring, and received 35 cents net for it, after charges had been paid. Perhaps some New England shoemaker can convince him that the \$12 pair of shoes he used to kick over the return for that hide was priced right. As a matter of fact, it was made clear long ago to shoe buyers that the price of hides had no relation to the price of shoes.

Nor is it true that packers have fixed the price of hides. It is true that they have accumulated large stocks of hides and pelts, and that they are the largest known dealers in them; but it is remarkable that, if they control the price as alleged, they would hold it so low when all goods made from leather are so high. Packers say they figure the value of the hide in the price paid for the farmer's steer. If the tariff will increase the selling price of the hide, the man who raised the animal from whose back the hide was taken may reasonably expect to that the European market is learning the uses get a little more for his share in the general transaction.

The shoe-making industry is prosperous, we will admit, but the business of raising meat animals and food products in general is not. New England manufacturers are buying their raw materials at a low figure and selling their finished wares at the highest point in history. None will mistake their intelligent self-interest in protesting against a duty on hides, which will give them a continued supply of leather at a moderate cost. But they must not affect to be surprised if the same sort of intellectual process moves the western farmer to seek some improvement in the return he gets for his efforts.

It is difficult to understand how any addition to the cost of hides can operate to send shoe prices higher. Fifteen per cent advalorem on a cow-hide will spread out pretty thin on the shoes that come out of a skin, and justly should have no reflection in the selling price of the footgear. At any rate, the men who produce the hides are entitled to as much consideration as those who make the shoes.

Make It a Real Play Spot.

Lack of recreational facilities is one great handicap of most western cities. In the lakes that lie at its doors Omaha has possibilities for outing places that might well be envied by Kansas City and other towns between Minneapolis and Denver.

It is encouraging that Park Commissioner Hummel is again at work on plans for making Carter lake a real source of pleasure and benefit to the people of the city. Three hundred acres of land adjoining this body of water are owned by the city, but long have stood unimproved except for the rather unsatisfactory bathing beach.

A wooded park, shady drives, a pavilion, a new sandy beach and pool, convenient picnic grounds and other recreational features ought to be the aim of the community for Carter Lake park. The purchase of some six acres and the removal of the unsightly ice houses are announced as preliminaries to the realization of this ideal. Go ahead, Mr. Hummel, the city is with

Touring Europe by Air.

With the exception of the praiseworthy encouragement to aviation given by the Postoffice department, the United States is behind, or to nations in the development of commercial flying. Newspaper readers may have noticed recently a cablegram from Paris telling how some one desiring to come to New York missed his ship at the dock, but caught it far out on the ocean by seaplane. Regular passenger traffic is carried on by air between Paris and the coast and many interior points, and even across the

channel to England. In Berlin airplane flights to all parts of Germany are advertised and tourists as well as natives are patronizing these lines. Although riding long distances through the skies is a poor method of sightseeing, many Americans are said to have found pleasure in taking the air trip above Berlin, which is offered at the low

charge of 180 marks, or about \$2.50. Regular schedules are laid out for the 120 airplanes owned by one corporation, and a time table recently issued shows a map of air routes | work after ail.

extending to all the principal cities, spreading like network over the country. Both in Germany and France passengers, express and newspapers are carried by air, and in both cases the receipts are insufficient to pay the costs of operation. A government subsidy is given in both nations, but even with that some of the lines are said to be run at a loss.

This method, while still largely a fad, in time quite probably will become a standard means of getting about. While no movement to subsidize private aviation companies has been active in the United States, still through the air mail the government is going to great expense which, though efforts have been made at justification on the ground of improving the postal service, is mainly to be defended as pioneer work in commercial aviation.

Ninety Years in Transportation.

Meandering slowly westward, as many another weary and outworn thing has done, the DeWitt Clinton, America's first home-made locomotive, is on its way to Chicago, riding on a flat car. It was the wonder and the pride of the New World, that far-off day when it made the trip from Schenectady to Albany, buzzing along part of the distance as fast as 12 miles per hour. The train on which this famous locomotive is making its way to Chicago is drawn by another famous engine, the "999," once holder of the world's speed record. These relics are to be used in connection with an exhibition of transportation methods.

They will not only recall where we started, and show how far we have come in the science of getting things moved from one place to another, but they may serve to remind the world of some other things that have happened. When the DeWitt Clinton was exciting the wonder of all hands, a great many things now common were but dreams. So, too, when the "999" was whizzing the Empire State Express across New York each day. The world has traveled along at a speed that would make the once wonderful flyer's best pace seem slow. What was then a blessing has now come to be a burden.

Industry was developed, the great empire of the central west was developed, and man's way of life was altered by the railroad, which has helped make history in these 90 years that have passed since the DeWitt Clinton first chugged along the rails; but what was then a blessing and a help has come to be a burden. Improvements have not brought the relief expected. Transportation charges weigh heavily on every community, slow down every industry, have checked enterprise and brought stagnation. None wants to return to the methods of the past, but all hope the men in charge of the railroads may find some way of redeeming the promise that looked so bright when these old engines were new. Unless that can be done,

Cheering Signs in Trade.

only regret.

the exhibition at Chicago is likely to produce

Encouraging factors exist here and there in business, but the most encouraging thing about this is that people are beginning to look for them rather than to look only at the dark side. How many have realized that more wheat from American farms was sold abroad this year than ever before? Is it not also a promising omen of corn and absorbed more in the last twelve months than ever before? The lowered prices. which explain the broadening demand, resulted in a smaller showing in dollars, thus concealing from general knowledge the fact of the

heavy export movement of foodstuffs. The building industry in America, despite all handicaps, also is more lively than the genimpression. According to Bradstreet's statistics, the building permits in 155 cities in June amounted to \$140,753,849, an increase of more than \$15,000,000 over the same month of 1920, and \$4,000,000 larger than the building permits for May, 1921. This is declared to be the fifth largest monthly total there is any record of. It appears all the more remarkable when it is considered that costs of construction have decreased since a year ago, which would indicate that the increase in actual building

operations is larger than is measured in dollars. For the first week in July the net earnings fifteen railroads showed an increase of almost \$44,000,000. A dispatch from Chicago announces that the earnings of the Chicago, Milwaukee & St. Paul railroad in June were sufficient for the first time in six months to pay all operating expenses, leaving a net profit to apply on bonds. The president of the company hails this as the turning point in the financial affairs of the railroad systems of the nation. It may also be seen as bringing closer the reduction of burdensome rates.

So it is in three great lines of industry. Whatever may have been the fundamental cause of the business depression, one of the obstacles to recovery will be the human inclination to look for the worst. America's resouces are as large as ever, and opportunities are plentiful. With the financial and commercial ice jam now evidencing signs of breaking up, given faith and industry, prosperity ought scon to be brought back.

General Pelaez, having put down the revolt at Tampico, charges that E. L. Doheny and William Green, oil men, were back of the uprising of General Hererra in hopes of forcing intervention. If this is true, it illustrates anew that backward nations are never exploited without the help of some of their own citizens.

John D.'s physician says his patient will live to 100, but it seems that he is taking no chances with being caught unawares by the inheritance tax laws, having given most of his property to put it more graphically, beneath, some other his children and retaining only 1,000 shares in the company he founded.

> Thirteen hundred cars of wheat a day are reported to be moving out of Nebraska, and only about 300 of them through Omaha. This needs to be looked into.

> In view of the fact that General Foch speaks English fluently he is in no especial danger of being "silenced" by the law, should he come to Omaha.

What, may we ask, would "T. R." have said to a dozen limousines, two chefs and a big autotruck load of supplies on a "roughing" trip?

A real use has been found for the navy. It is needed to enforce the dry law.

"Main Street" was not such an imaginative

Lake-to-Ocean Waterway Savings in Freight Costs That May

Result From the Proposed Plan.

This fourth article on the St. Lawrence waterways development details certain of the savings possible to middle western states by the use of water routes in place of railroads for transportation of farm and other product

By VICTOR B. SMITH.

Shipping by water has two possible advantages as compared with shipping by railroad. It may be cheaper; it may avoid delays in congested terminals. If the Great Lakes-to-Ocean water highway, to be made possible by the improvement of the St. Lawrence river is to prove ts worth as a shipping route, it must meet these tests. If it does meet them, if it promises lower freight rates from Great Lakes ports to Europe or to the Atlantic seaboard, with equal or shorter shipping time, then it gives hope of increased prices for the products of western states which are now embarrassed by high trans-

portation costs. The most exhaustive investigation of this question has been made by Roy S. MacElwee and Alfred H. Ritter, economists who rank as specialists in transportation problems. They engaged in their study with open minds, seek ing only the conclusions which the facts might The facts here presented are drawn from their report, which covers in all nearly 300 printed pages.

After presenting tables as to distances by water and by rail between principal cities, these

economists report: The above shows that the rail distance be tween San Francisco and New York is 3,191 miles and the water distance by way of the Panama canal is 6,059 miles, the former being 53 per cent of the latter. The tolls on vessels passing through the canal have averaged about 50 cents per ton of cargo, but the railroads have been unable to compete with the water route. Rates by rail have been as much as 200 to 300 per cent of the water rates the rail traffic has been largely confined to high-class goods on which the saving of interest on capital invested justifies the use of the quicker but more expensive route.

The distance from Seattle to New York by rail is 3,136 miles, while the distance by water is 6,954 miles, the rail distance being 45 per cent of the water distance. Large quantities of grain and flour are carried from Seattle, Tacoma and Portland to New York and also the United Kingdom. Scandinavian and Mediterranean ports. During the fiscal year ending June 30, 1920, a total of 120 vessels carried grain eastward through the Panama In the past goods have been carried from the Pacific coast to New York by vessel and sent long distances inland for less cost than the same goods could be sent direct by rail from the Pacific coast. The Great Lakes-St. Lawrence waterway will extend the benefits of cheap transportation to the Trans-Mississippi territory, which has been placed at a serious disadvantage by the influence of the Panama canal.

From Chicago to New York is a distance of 912 miles by rail and 2,926 miles by water. There can be no reasonable doubt that highclass freight can be carried between these points by water at less cost than by rail. The present rail rate on fresh meat from Chicago to New York is 931/2 cents per hundred pounds, or \$18.70 a ton. It is carried from New York to Liverpool, a distance of 3,578 statute miles, for \$1 per hundred pounds, or \$20 per ton, and the vessels made handsome profits at this rate. It could be carried by the St. Lawrence to New York for 75 cents per hundred pounds and afford the vessel a large profit on the business.

From Duluth to Roston is a distance of 1.513 miles by rail and 2,775 miles by water. From Cleveland to Boston the distances are 682 miles by rail and 1,964 miles by water. Wool, hides, salt, copper, iron, steel, could be carried to Boston and vicinity water at a large saving as compared with the rail rates. The relation of the rail to the water haul between Duluth and Boston is more favorable to the use of the waterway than is the relation of rail to water haul on the Panama canal route between the Pacific and the Atlantic.

Further, Messrs. MacElwee and Ritter state: Present rates show costs per ton from Chicago to Liverpool (by rail to New York and sea to Liverpool) of \$32.60 on agriculimplements, \$51.50 on clothing, \$14.60 on grain and \$39.30 on meats. The rate on grain from upper lake ports to New York by lake and rail is approximately 181/2 cents per bushel, or 31.8 cents per hundred pounds, cluding elevator charges at Buffalo. The lake rate to Buffalo is about 4 cents per bushel. and if the St. Lawrence were open to lake and ocean vessels the rate for carrying grain as far as Montreal would be about 7 cents per bushel, on present costs.

It would therefore be entirely feasible to get the grain as far as Montreal, a distance of 3,207 statute miles from Liverpool, at a saving of 8 to 12 cents per bushel, as compared with getting it to New York, 3,578 miles from Since the cost of transferring Liverpool. to ocean carrier at Montreal would not exceed I cent per bushel, there is clearly an opportunity for a net saving of 6 to 10 cents per bushel, utilizing the lake vessel as far as Montreal. As shown elsewhere, however, the greatest economies will result from shipping direct in ocean vessels carrying well balanced cargoes consisting of proper proportions of grain and high-class freight. Comparing the present rail and ocean rates from Chicago to the United Kingdom with

ocean rates from gulf ports, which are assumed to be equivalent to the probable lake rate, it will be seen that a very great saving will be effected by the proposed waterway. On agricultural implements a saving of 45 cents a hundred is indicated, on meat 75 cents a hundred and on clothing probably \$1 a hundred.. Grain is carried from gulf ports for 60 cents a hundred while the rate through New York from Chicago is 73 cents a hundred, indicating a possible saving of 13 cents a hundred. Steel from Gary to the United Kingdom via New York takes a rate of \$1.12 a hundred. It can be shipped from gulf ports for 64 cents a hundred and a similar rate would probably be feasible direct from Gary by vessel.

(Tomorrow's article will continue this discussion of freight rate savings.)

"Pop!" Goes Another Pacifistic Bomb. Assertion that wars are made more often than not to put money in the pockets of munitions makers has long been a favorite with the pacifist who would seize on any straw to excuse nimself from doing his duty as a soldier. We all heard the howl, when the world war was on, that it was a war for the "powder profiteers." But now who goes on record as in favor of limitation of armaments?

Du Pont, powder. Gary, steel. Talbot, airplanes. Maxim, the inventor of war weapons. And pop goes another of the pacifist bombs

Worcester Telegram.

Cheering News About Lobsters.

Word comes from Maine and elsewhere on the edge of New England that the season's catch of lobster has been gigantic. Trainloads of lobsters, upward of 1,500,000 pounds, are in transit for New York and other big cities.— New York Herald.

The Wheat Held On to Its Beard. The crop news is almost universally good However, an ill report comes from Texas, where a recent hurrican blew the whiskers off the corn crop, and seriously discouraged it.—Seat-tle Post-Intelligencer,

By DR. W. A. EVANS Questions concerning hygiene, sanitation and prevention of disease, submitted to Dr. Evans by readers of The Bee, will be answered personally, subject to proper limitation, where a stamped, addressed envelope is enclosed. Dr. Evans will not make diagnosis or prescribe for individual diseases. Address letters in care of The Bee. Copyright, 1921, by Dr. W. A. Evans.

SICK ROOM PSYCHOLOGY.

"If only they would send us nurses who knew how to get at us," ex-claimed a woman of the Mission district in San Francisco.

Thereupon Miss Higgins sat down and wrote a book. She called it "The Psychology of Nursing." In it she explains why people have such queer ways and say such queer things. Sickness makes some people broad, charitable, and unselfish. It people

makes the majority selfish, narrow Miss Higgins tells why certain types of people react mentally and

emotionally in certain ways. With the understanding of the conduct of the sick, the well should be able to meet situations and adapt surroundings to the best advantage The nurse who sits beside the sick hed can discharge her duties a good deal better if she understands the underlying reasons for conduct. It may be worth a good deal to

the patient to know that his nurse to him; that she is a practical psychologist, able to size him up for just what he is, to understand thoroughly how to value his complaints; that her estimate of him is scientific as well as detached.

Miss Higgins has a group of girls from different sections of the country, differently educated and differently brought up, enter a training school at the same time. They see patients differently and estimate them differently, of course, because they themselves are different. This way of doing things makes an opening for the study by the nurse of her own psychology, and this opportunity is not neglected.

I was interested in some statements of the different ways the nurse viewed things and estimated her patient's symptoms when she, the nurse, was menstruating. The type of mind of the nurse affects her type

And from this book I turned to Michael Davis' "Immigrant Health and the Community," and I heard again the cry of the Mission district woman: "If only they would send us nurses who knew how to get at

Only the cry of the immigrant is for doctors, hospitals, dispensaries, and a lot of other institutions and individuals, as well as nurses, "who know how to get at us.

Davis has done a fine piece of reportorial work. When we read of the immigrant's hunger for food to which he is accustomed, for words whose meaning he knows, for understanding, if not sympathy, we can understand why his death rate and sickness rate are higher than that of people born in this country.

Then perhaps, we find the answer, the only effective answer, to Michael Davis' broadening of the exclamation of the Mission district woman in a third book, Miss Pope's "Textbook of Simple Nursing Procedure for

Much of the visiting service to imervice which the trained nurse of oday can render. It is a waste of her time to keep her at such work. That which can be taught through through their children.

Continue Using Glasses.

B. writes: "I am a boy between the ages of 16 and 17 years. I have worn glasses for the last five years on account of nearsightedness. How can I cure my sight to normalcy? I do not wish to wear glasses any more, but if I must to be cured will wear them.' REPLY.

Nothing you can do will materialy change your eyes. Continue wearng properly fitted glasses. If you are nearsighted the tendency will be your eyes to become more normal as you grow older, and in time you may be able to see well without glasses. Age may cure you, though

Get Detailed Advice.
G. D. S. writes: "Will you kindly cutline a rule or course of diet for a

diabetic patient?" REPLY. Diabetics should not eat any food containing sugar or bread or any food in making which any starch containing flour is used, or any cereal. This is merely suggestion. To be successful in living a long and useful life you must have a plan of living which you must carry out in great detail. Such a plan cannot be ald down in a brief letter. Have a physician examine you and instruct you in how to live. Report to him periodically. To aid you in following directions get one of the small books for the laity on diabetes. There are several trustworthy books of this

Cause of Legs Swelling. Mrs. J. L. W. writes: "1. What is the cause of the legs swelling during the latter part of pregnancy? "2. Would just a trace of sugar in the urine cause this? I am dieting or the sugar.
"3. What should I do to prevent

1. Among the causes are Bright's disease and pressure on the large plood vessels in the pelvis.

2. No.
3. For swelling due to pressure keep off your feet. For swelling due

To Save the Game Birds. The country is large enough to be able to afford grants of safe quarters in perpetuity for the wild fowl that are born to an unequal contest in which the shotgun always wins.—

New York World. Qualification for Postmasters. Examinations to fill numerous postmasterships being scheduled for next month, candidates will be busy trying out their ability to read cards at sight .- Pittsburgh Gazette-Times.

No Longer "Sight Unseen." Anyway, no young fellow of today hold out at some future time that he got his bride "sight unseen. -Marion Star.

How to Keep Well The Bee's Letter Box

For the Norval Language Law, | Mr. De Valera is feeling out, in Oxford, Neb., July 23.-To the prudent diplomatic way, Mr. Lloyd Editor of The Bee: The American George to find out if he is sincere. tention of taking a hand in defense of the Reid-Norval law which is be- on the contrary, is only playing one ing attacked by the German Lutheran synod of Missouri. The Legion is right and should be commended by justice. If the logical force of circumevery loyal citizen in the state. There stances compels Mr. Lloyd George is nothing in this law but justice and to recognize at this time the in a square deal to the school children. alienable rights of Ireland to be free. It in no way conflicts with religion then there will be peace-the peace of justice-between two neighboring does not abridge the right of parents peoples who ought to be friends inwho choose to send their children to stead of enemies. But if the premier church schools; it does, however, of perfidious Albion tries to trick

rule or any other form of British

fight for freedom, as best they can.

And the Irish race abroad, in every

land where tyranny has driven them,

are resting on their oars and ready

again to throw themselves with all

to do justice to their cradle land.

Where to Begin.

be disarmed is suspicion.-Washing-

MADE TO BE PAINTED.

"She's made to be painted!" That's per-

fectly true!

Her pose is perfection, a model her face.
and does not each line—new I put it to

Of her figure show really an exquisite

A Psyche, maybe, is what I should

And her eyes just the color of shim-mering day.

But, just look again, and, when all's done and said.

A triffe of Nature you'll see, is just

The Washington conference will

REV. P. J. JUDGE.

they mean to have it.

self-determination.

ton Post.

prescribe that teachers in such schools shall have equal qualifications with teachers in the public guage shall be used. Why not? Is who are sent to those schools? It certainly is better than sending them to teachers whose only qualification was that they spoke a foreign tongue and that they were obsessed with the idea that religion could not be taught in other than the German language and that it should take the place of the English language in our schools. The law allows perfect freedom of language in schools and church service and only requires that children exempted from the public schools shall not be deprived of equal rights in the church schools. The parties fighting the Reid-Norval law are the same that desperately fought the repeal of the Mockett law. They fought the repeal of letting foreigners vote on equality with American citizens. They were the instigators and fought to retain the law that robbed the taxpayers of the state to enrich the foreign language press. Lutherans as well, if not more than others, will receive great benefits from strict enforcement of this law. The foreign language press, which is backing this fight with all the means, political strategy and religious propaganda at their command realize that this law while a splendid thing for church school students will sooner or later

politics of the state, hence their fight. A. C. RANKIN. Ireland Must Be Free.

destroy their strangle hold on the

Sacred Heart Rectory, Omaha, July 23.-To the Editor of The Bee: In the interests of peace and justice for the long-suffering Irish people you will have the courtesy to grant a little space, to put the facts of the Irish cause before the interested American people. To clear the atmosphere from smoke-screen of British propaganda, so cleverly being spread in the

1. President De Valera and his Irish government could not if they would, and would not, if they could accept anything as a settlement of Irish rights short of an undivided independent Ireland. accept any form of foreign control within the British empire. If they did, they would betray the mandate given them and the Irish people would repudiate Mr. De Valera and his cabinet and elect others in their place. Ireland has been robbed of her independence as a nation by the brute force of England and until the latter makes restitution for this Eritain has proved to demonstration migrants, and to natives as well, and by seven centuries of misrule, robbery and wrong that she is utterly bery and wrong that she is utterly not such as to determine the skilled unable to govern Ireland justly. To accept any modification of her control at this time would be only giving a new lease on life to the centuried feud between the two nations the public schools gets at the people and fostering its continuance. It would be perpetuating Ireland as a vasal nation of England, paying im-perial taxation.

2. There will be neace and friendship between Ireland and England only when the invader undoes the wrong of centuries and withdraws from Irish soil. The Irish race at good against the claims of the usurping tyranny of England. And in the present tentative peace conference



Sum

I figured when I started, as did "mothah," "let's rough it"—"let's get back to mother nayches"— woodsy camp fire, sleep on the ground, be real prime-evil as twirr.

Folks! Nothing to it. Get the fresh air, travel around, that's fine, but sleep comfortably and be reasonably sure your cooking apparatus will work—if you sleep good and can eat to satisfy that ravenous appetite, you'll sure enjoy that auto tour or camping trip.

I could have had a real quick. comfortable meal now inside my tent, in the downpour, if I'd only been smart enough to buy one of those American air pressure 2-burn-



Watch for the Bost of Touring Tim's Advantures.



miniercial Printers - Lithographers - Steel Die Endossers LOOSE_LEAF_DEVICES

Crowding the Horse Off Stage

(From the Washington Star.) When the motor car passed the of experiment and from a snorting, halting, choking, bumping, of his treacherous tricks to deceive often-stalling contraption became a smooth, fairly dependable and comparatively swift and silent means of transport it was freely declared that the horse was doomed to pass. The "horseless age" was about to open But that has not happened. horse is still with us, though not as much in evidence as formerly. Indeed, the horse is passing, especially in the cities, and the day may come when it will be a novelty, even a Certainly that day is ad-Ireland into the so-called dominion curiosity. vanced by the tremendous producdomination, then the Irish people at tion now maintained by the largest and most prolific of this country's home will resume their age-long car factories-indeed, the motor

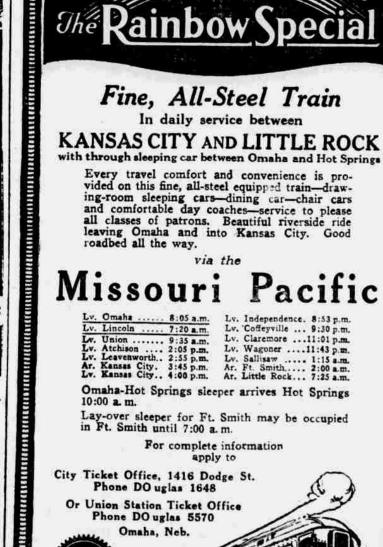
largest in the world. From that great incubator at Detroit from which already over 5,000,000 of the lowest priced cars on their vigor into an international the world market have come are now campaign to make the world too hot issuing machines at the rate, for for the British empire and force her July to date, of 4,306 a day. During the month of June 108,962 cars were of British rule, dominion or other-wise. The Irish rule, dominion or other-quarter of the present year 301,796 wise. The Irish want Irish rule, and cars. During Their case ouarter of last year the production might as well be settled once for was "only" 220,878. all according to the principle for June, the 23d, the highest point of which the world war was fought- productivity was reached, when 4,454 complete cars were turned out of the shops ready for business.

How can the horse stand such competition? It is against all equine nature. Not even if there is a dif-The Washington conference will ferential in favor of oats against find that the first thing that needs to gasoline can the horse game possibly win in the face of this remarkable productivity. And this is only one of the American factories. the most fecund of all and its output is the cheapest of all. But it is not the only factor that is driving the horse off the streets, and even threatening them on the farms. Whether this makes for a better civilization or a happier world is a question for other consideration. For the present it is interesting to note that at the immediate rate this one shop is turning out "horseless car-Her lips, you will notice are red as the riages" to the extent of more than

With the north and south poles safely tucked away in man's belt, it is fitting that a new expedition missed—
The lips to be loved are a trifle too red,
Yes, she's made to be painted, but not to be kissed.
—Cartoons Magazine.

Is fitting to should be I heights of Transcript. should be launched to conquer the heights of Mount Everest.—Boston

MINNESOTA'S Lake Resorts are cool, delightful, nicely located, well appointed—attractive sylvan retreats for overheated, overworked, or just recreation seeking humanity. No hay fever-fine boating and fishing Northern **Pacific** Train Service which simply means the best there is. Our booklet "Min-nesota Lakes" is replete with infor-mation, hotel rates F. A. ACKER, Gen. Agt. 115 Railway Exchange Bldg. BANSAS CITY, MO. A.M. CLELAND Pass. Traffic Mgr. SAINT PAUL, MINNESOTA



Supplier in the contract of th