son, some other mother's daughter. Tomorrow

THE OMAHA BEE DAILY (MORNING) - EVENING-SUNDAY

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Out-of-Town Offices: 206 Fifth Are. Washington 1311 G St. Steger Bldg. Faris. France. 420 Rue St. Hopore

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.

Settling With the Railroads.

Should congress determine to give the War Finance corporation the authority asked by the president on its behalf, and thus make possible funding of the debt owed the government by the roads, and the conversion of a portion of this issue into cash to pay the government's obligation to the railroads, another step will have been taken towards unwinding the tangle that began on January 1, 1918, when the roads passed into government control. It will be a most generous step, too, but taken in order that the railroads, apparently unable to help themselves, may be assisted back to a state of usefulness.

It is unnecessary here to go into the bookkeeping ramifications by which the composition between the government and the railroads is approached. What is of interest is that the settlement has been reached, and that, instead of making one hand wash the other, it has been agreed that the amount due the government is to stand over, while that owed the roads is to be paid, thus affording them cash wherewith to prosecute certain transactions essential to physical recovery. If any benefit to the public will flow from this, then the end will justify the means. On the other hand, the roads have now played about their last card. From here on it is a question of fish or cut bait, public ownership being about the only alternative to actually giving service.

Nothing could be read into the agreement by which the settlement has been reached to sustain the extortionate rates that are being exacted under the rule of thumb arrangement made with the I. C. C. last year. Experience has shown that the schedule was fixed too high; moreover, the operating expenses on which the charges primarily were based have declined materially, especially in the item of wages, even the high salaried officers having contributed to naval air forces. It is contended that Senator the estimated extent of \$5,000,000 a year, while | King of Utah has come forward with a bill | Duluth, Milwaukee, Detroit, Toledo, Cleveland the slice taken from employes' wages has providing that certain of the construction work been set at not less than \$400,000,000 and perhaps may attain to half a billion. Some of this saving ought to be reflected in concessions to the public in the way of reduced rates.

it may be one near and dear. No, that couldn't be, one says. But it has been before. Youth is careless, thoughtless. One reckless member of a party is enough frequently to lead all into temptation. No one expects a wreck in a roadside ditch to be the end of an automobile ride, but such things happen.

The answer? More careful choice of compantons certainly, by both boys and girls. More careful guarding and guiding by fathers and mothers. A moral tone in the community which will recognize the "first step" for what it is and condemn it accordingly.

Tenting in Fremont.

Fremont is a wide-awake Nebraska town, but according to the news dispatches, it is suffering from a housing shortage. Rents there are said to be at the highest point they have ever reached, and two families have pitched tents near the race track for purposes of shelter and economy.

The effect of this condition is worth analyzing. A shortage of houses presents an obstacle to the further growth of the city, and a lowered standard of living for those who are crowded into inadequate quarters. A shortage of houses which is not being relieved means workers in the building trades are out of employment, and furthermore, that concerns handling lumber, cement and other building materials lack the full volume of business, and possibly could do with fewer employes. Merchants with whom carpenters, masons and other wage earners trade naturally will suffer a slackened business. Meanwhile, it is fair to assume, the rent on their store buildings also continues at the same height, thus affecting prices of their goods.

Nor is this all. Rents, which are said to be at a record height, are absorbing more of the incomes of tenants and lessening their buying capacity by so much. This item in the cost of living, which in some instances amounts to one-fourth of the individual income, has not gone down. The only gainers are the landlords, who constitute a smaller part of the community than the tenants, unless the peculiar situation of each landlord renting only one house exists.

Things would look pretty bad for Fremont, except for one thing. Some of those people who have been able to save something over and above the cost of rent and other necessaries eventually will conclude that it is cheaper to own a home than rent one. A gradual increase in building operations is reported from many parts of the country. Almost every other community in the land has suffered as has Fremont. It has not been a healthful thing, but it is a condition that can and will be cured.

Between Battleship and Bombing Plane. The contest over the relative value of firstclass ships of war and air craft has now reached its second stage, and for the moment the scene of action is transferred to the senate committee room. Sinking of the German cruiser, the Oestfriesland, has given great impetus to the airmen's request for greater equipment for the

Lake-to-Ocean Waterway Elimination of Terminal Charges

Means Much to Western Farmers. The fifth article on the St. Lawrence

waterway project covers the possible saving by elimination of terminal charges and terminal congestion.

By VICTOR B. SMITH.

High cost of transporting freight by railroad is only one part of the burden placed upon producer and consumer by present transportation methods. Equally important in many in stances, particularly in the case of exports through New York, is the cost of getting reight through congested terminals.

The fact hardly seems credible, but it is fact revertheless that the cost of getting freight rom railroad car to ocean vessel at Atlantic seaports frequently equals or exceeds the cost of the rail haul from points as far distant as Chicago. If the Great Lakes were open to

ocean steamers, this would be eliminated. Most of the freight passing through the port of New York must be lightered, i e., carried by ferry or barge from railroad treminal to steamship pier or warehouse. Interstate Commerce commission investigations indicate that the present cost of this service is about \$60 a car. or 10 cents a hundred pounds. While this charge is not necessary at some of the other Atlantic ports, because cars run direct to steamship piers, yet the railroads add at least a part of the charge to their rates to these other orts, in order to maintain equal rates from inland points to all north Atlantic ports. The charge made necessary by New York's peculiar geography thus becomes a drag upon commerce in all north Atlantic ports.

A second terminal charge is that for stevedoring. The cost of loading and unloading both cars and vessels has increased very largely in recent years. Available data indicates wide variations, but MacElwee and Ritter estimate the general cost of loading or unloading a ton of general package freight in New York at \$1 a ton, or 5 cents a hundred pounds.

In addition to these two items, terminal costs include the pilotage, towage and dockage of the vessels under normal conditions and, further, the storage, demurrage or cartage made necessary in case of port congestion, which delays the

transfer of shipments from car to steamer. These charges all figure in the total cost of transportation. In cases where the market price abroad is fixed by competition with other ports or other countries-as in the case of grainthis cost of transportation is reflected to the producer, who receives less for his product because of the cost of reaching the market. In other cases the cost may be borne by he con-

sumer, or shared by him. What is true of the port of New York is true in lesser degree of other ports and of congested inland terminals such as Chicago, Interstate Commerce Commissioner Wooiley recently

At New York it was found that the expense of handling a car from the time it landed within the terminal limits of Jersey City until it was delivered to destination in Brooklyn or Manhattan, including lighterage, was approximately \$35. At Chicago it was found the cost of handling the same car within the terminal limits was \$10.35. At Binghamton, N. Y., the cost was \$1.80. San Francisco, with a municipally controlled terminal, has a flat charge of \$2.50 per car for handling within terminal limits.

Shipment in vessels which can load at Great Lakes ports and carry through to destination -whether that be Europe, South America or Atlantic coast ports-means the avoidance of Lake ports such as Chicago, such charges. and the like can transfer cargoes from car to ssel vastly cheaper than any of the Atlantic seaports. Once aboard, if the St. Lawrence improvement is carried out, the cargo can be carried without transfer or delay to destination.

By DR. W. A. EVANS Questions concerning hygiene, sanita-tion and prevention of disease, subtion and prevention of disease, sub-mitted to Dr. Evans by readers of The Bee, will be answered personally, subject to proper limitation, where a stamped, addressed envelope is en-closed. 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.

HEALTH AND ARCHERY.

A few years ago the Educational Review gave space to a discussion of major versus minor athletics in school. In that instance the old Greek who

building ships into an agency did the philosophizing was a man about 60 years old. When a college student he was put off the team because he was too light. He reminded his fellows that in his day about 30 students were used for foot ball, for base ball, others for tennis, cthers for track, and still others for other forms of major athletics.

In all not more than 100 students constitutitng the government's fleet. got much directly out of major col-Mr, Lasker says these men, who enlege athletics. The remainder of the students were expected to haunt the students were expected to haunt the side lines and get their benefit out of emotional outbursts of emotional outbursts. sition of those who know the sub-Our old philosopher, snuffed out

ject intimately seems to be to echo as a contender in major athletics, took up archery. He argued that he a hearty second to his opinion. In the announcement of the re had been kicked upstairs and he was vival of the Emergency Fleet corpothankful to the toes that propelled ration as a ship-operating agency we find that the Harding administrahim. He had learned a game which developed the great muscles of the tion effects a startling reversal of the neck, chest, and back. It had given policy that htas prevailed.

him a broad, good chest, and a strong body. It had developed his abdominal muscles and in that way ships, enormous stocks of shipbuild-It had trained his nerves and mus- for and large shipyards of mushroom growth dotting her two seaquired a fondness for it, he had been coasts. it was decidedly embartaken into the open air for several rassed as to what to do with them. hours a week amid pleasing surroundings. Whether shortsightedly or not, that And how about the athletes of was the policy embarked upon. Ac-The institution, cordingly, the tremendous assets of his college days? having got all of the advertisement the Emergency Fleet corporation possible out of them, had bestowed were dumped on the market. Every-

upon them the rewards of a well thing that could be sold was sold They found themsucked lemon. almost regardless of price. The psy solves with big muscles and nothing chology of the government and a to do with them; with big hearts good part of the public toward the and no use for them. They had been government's war investment in fed up on exciting contests, and in shipping was almost that of panic. the ordinary machinery of society There was some objection, but there there was no place for such contests. was always one answer that seemed fellows had learned to love to silence criticism; "What else can The

foot ball, but they found themselves with no competitors, no teams, no In its In its new announcement of purgames, and no grounds. Many of them had died, some had dropped pose the administration proposes an answer to that question. The presiall forms of exercise. Not so with our philosopher. He dent, desirous of not losing the born opportunity for creating a forhad taken up with a sport which he midable American merchant marine could play with or without a comhas called a halt on the destructive petitor, whichever he chose. He policy and substituted a constructive was not bound by the whims of any man, to say nothing of any group policy. A vigorous and determined attempt is evidently to be made to of 11 or 22 men. use government-owned ships for the He had learned a game which was upbuilding of an American carrying suited to old men, middle-aged men, or young men, or women of any age. fore.

His old college chums had devel-There is no indication that the oped themselves in games which could only be played well by young government is to be committed permanently to the operation of a mer-When they arrived at the chant marine. Rather is the present age where systematic exercise was move to be understood as a manineeded they found themselves with-out a game which men of their age ships now on hand, instead of being could play, to say nothing of not disposed of apologetically as a drug being able to excel. on the market, almost for their of the market, almost for their of course, golf shares with arch-ery the advantages of being adapted to old and middle-aged men. ment auspices to build up But our philosopher, being an that will transform them into a go-archer, will not admit that even golf

is equal to archery. sold eventually, the purchasers will not merely be buying fabrications Your Brains Are Safe.

of steel designed to ride the seas J. G. writes: "1. I have been They will, instead, be buying the told that raisins, if eaten consistent- | trade routes of demonstrated

ly, will bring about brain fever. Is with the means of traversing these this correct? routes conveniently at hand." John Wanamaker said the other Do they h any had effect day that President Harding is the greatest business man in the United

Technical Error May Not Save Valparaiso (From the Philadelphia Ledger.)

There is now ground for hope that Lincoln, July 26.-(Special.)-Ray A. Lower, former cashier of the Valthe national white elephant represented by the huge fleet of vessels paraiso State bank, who was saved built by the government during the from the state penitentiary by the Crook road appropriation and the supreme court last week on an al- Smith bread bill are held up by war may be turned into a national supreme court last week on an alasset of tremendous importance. leged technical error in which an as- court litigation.

The promise of that happening is sistant attorney general signed the held out in the announcement of A. complaint instead of the attorney D. Lasker, chairman of the Shipping general, must face trial at the Sepboard, that the Emergency Fleet tember term of the district court at corporation is to be revived and Wahoo. transformed from an agency for

This was the announcement made for today by Attorney General Clarence operating them. Most significant in Mr. Lasker's statement is that he has A. Davis:

"We will pick one or two of the the Northwestern and Union Pacifid been able to induce J. Barston Smull and William J. Love of New York and A. J. Frey of San Francisco to him on them," Davis said. "Then way commission, accept appointment as vice presidents of the Fleet corporation, to counts you'll find us at the next term be short in cars in southern Nebrashave absolute control of the operation of the hundreds of ships now prosecuting him on other counts.

ter the service at a personal sacri- the penitentiary."

When

a trade

value

185 New Laws Go Into troubles. Effect on Thursday ten to Missouri Latte in shipment of cars to southern Nebraska to Lincoln, July 26 .--- (Special.)-Ne-

braskans must begin obeying 185 new laws Thursday, July 28. How to Tell 'Em.

the war ended and the United States These are laws passed by the last gra found itself with a huge fleet of legislature which did not bear theStar.



emergency clause and which, according to agreement, are to go into

effect on that date. There were a total of 312 laws passed and 120 bore an emergency Cashier From Prison passed and 120 bore all effective in

mediately. Two were vetoed by Governor McKelvie, Referendum petitions have been filed with the secretary of state holding up four The Norval language bill, the Fort

> Freight Cars Needed In Parts of Nebraska

Lincoln, July 26.-(Special.)-No complaints of car shortages on

22 counts against Lower and try bave been received by the state rail-The Missouri Pacific is reported to

ka and a temporary shortage on the "We'll either break him in defend- Wymore division of the Burlington is ing himself or force him to go to reported. However, cars are on their way from Kansas City and St. Joseph to iron out the Wymore division

> The railway commission has write overcome the shortage on that road.

new laws Thursday, July 28. These are laws passed by the last graphed in attitudes.—Kansas City

THE BEE: OMAHA, WEDNESDAY, JULY 27, 1921.

President Harding concludes his message with these hopeful words:

After necessary and drastic curtailments, after harrowing straits in meeting their financial difficulties, the railways need only this financial aid which the fulfillment of our obligations will bestow, to inaugurate their farreaching revival. Its effects will be felt in various industries, and will banish to a large degree the depression which, though inevitable in war's aftermath, we are all so anxious to see ended.

We sincerely trust this will be realized in its fullest. However, private or corporate ownership of the railroads is now to have its final test as to capacity for carrying on the business.

Henry Ford's Good Eve.

Having safely eluded the wiles and blandishments of Wall Street, Henry Ford feels encouraged to take on Uncle Sam for a trial heat, at least. Passing lightly over the "Eagle" boat incident, the great manufacturer coyly proposes to take over the Musele Shoals nitroplant and hydro-electric power installation on a 100-year lease. This thing has been a source of great scandal to the government; originally planned to cost not over \$10,000,000, the public investment in the project now is above \$80,000,-000, and a matter of \$28,000,000 is estimated as needed to carry it to completion. Mr. Ford offers \$5,000,000 for the plant as it stands and the privilege of operating it as his own for a century.

Secretary Weeks, however, is inclined to the opinion that the proffer is too low, and that one of better advantage to the government may be entertained from other sources. As a matter of record, the original promoters of the Muscle Shoals nitro plant at first had a reversionary right, whereby they were to obtain the plant without cost at any time the government ceased to operate it. This was modified later to give them the right to purchase at junk or scrap value. Some day the entire matter will come out in its true light, and one of the sweetest little bits of profiteering in connection with the war will be uncovered,

Mr. Ford undoubtedly is prompted by a good motive in seeking to obtain possession of the works. He would make fertlizer, a great necessity to farmers of the southland, and if he could do it as efficiently as he has made his motor cars or is running his railroad, he would confer a real boon on the tillers of the soil south of Mason and Dixon's line, and might be of help to others. Henry should raise the ante and obtain control of the plant, which is doing no good to anyone in particular at present.

High Gear Flirtations.

Sunday appears to be the day of days for joy-riders, with tragedy the outcome in a certain percentage of cases. Yet no matter how frequent these accidents may be, no matter how drab the story becomes because of its reputation, one can hardly fail to be impressed by the pity of it. A youth takes a car, which may or may not be his; he "picks up" a girl, whom he may or may not have known before. A wild ride, a crash-the funeral wagon or the hospital ambulance completes the journey.

It is a stranger today, some other father's | and the goat?

now under way be abandoned, and that the big fighting ships be turned into vessels adapted to aid in carrying on aerial warfare. This will stimulate discussion, but probably will not answer any of the questions involved.

Sinking of the Oestfriesland proves that if a sufficient quantity of high explosive be let off close enough to a battleship, the result is apt to be fatal to the vessel. This already was known. Experiments with the Iowa equally proved that a vessel moving no faster than four and one-half miles an hour presents a target that is baffling if not wholly immune from aerial attack. All the German vessels that have been sunk in the experimental attacks were stationary. None of the experiments so far has approached battle conditions. Therefore the argument will remain on the academic plane for the time at least.

Development of the air defense is undoubtedly required; it has a part in any scheme of national protection, and should be adequately provided. Whether it is to be cared for at the expense of the greater factor is to be determined. The battleship, after all is said and done, bears to water operations the same relation the infantry does to land fighting. On the ability to take and hold positions depends the outcome. Around the substantial nucleus of the infantry the army is built, and so the navy should be maintained, with a solid foundation of first-class vessels, and they surrounded by the fringe of lighter but less reliable offensive units.

The Hijacking Profession.

Whoever said that it was love that made the world go round neglected to specify whether it was love of woman, of money or of booze. And the judge who declared that men otherwise upright would beg, steal or betray a friend for the sake of a drink may have uttered a mouthful of 100-proof wisdom. Judging by police reports pickpockets no longer pilfer money and watches, but devote their complete attention to hip pockets.

The number of slips between the bottle and the lips is apparently increasing, if not by leaps and bounds, at least by staggers and lurches. However, the painful occurrence, reported from Philadelphia, where twenty-two men stole \$50,-000 worth of liquor from a warehouse and hauled it away on two trucks is open to suspicion of its not having been done by genuine devotees of the liquor habit. It sounds more as if the difficulty of selling it from the warehouse had become too great, necessitating heroic methods.

It is said that it takes more police to guard trains of liquor passing across the United States from Canadian distilleries to Mexico than to handle any other kind of shipments. Losses through cargoes of this sort are reported to be soaring each month. In half a year a total of \$3,135,000 worth of different kinds of freight was stolen from the railroads. Doubtless a booze thief who fails to find liquor aboard is not above taking a gross of shoes or other articles.

Today's awful thought: Only 38,000,000 watermelons were grown this year, and there are almost three times that many people in the country.

The Greeks have cut off the Turks' retreat to Angora. Remember the tale about the Turk

MacElwee and Ritter have figured out costs on the basis of typical vessels, operating under raisins are a fine food. normal conditions. They say:

"The figures show that cargo can be carried between lake ports and Liverpool and other foreign ports at rates which will be reasonable and will permit suc-cessful competition with Atlantic coast ports. Reducing all cargo to grain for purposes of comparison, it is found that the actual cost per bushel, assuming full cargoes, on the New York-Liverpool route for the 8,800-ton vessel is 12.5 cents and on the Duluth-Liverpool route 16.4 cents, a difference of 3.9 cents. If this grain could be taken from Duluth to New York and there placed upon the ocean carrier for less than 3.9 cents per bushel, the New York route would have the advantage so far as grain is concerned. But this cannot be done. The cost of getting grain to the Atlantic seaboard ranges between 15 and 20 cents.

"It is on general cargo that the greatest savings will result because of the higher rail rate and the higher costs of handling such cargo. With the recent increase in rail rates, the average ton-mile rate is now about 1.25 cents. This represents a charge of \$11.40 per ton from Chicago to New York and \$5.52 per ton from Buffalo to New York. As a matter of fact, rates from Chicago to New York on freight of the character referred to are from \$12.60 to \$30 and more ton. The first case involves one or more transfers at New York, costing at a low estimate \$2 per ton in addition to charges absorbed in the rate, or a total of \$13.40; while the latter involves two transfers, one at Buffalo at about \$1.20 per ton and one at New York at \$2 per ton, plus the lake haul from Chicago to Buffalo, costing about \$2.35 per ton, or a total of \$11.07."

The additional cost of the Liverpool-Duluth all-water route over the Liverpool-New York route being \$1.31 per cargo ton, it appears that the possible saving involved by the use of the latter route amounts to \$9.76 per ton on general cargo and from 6 to 12 cents per bushel on grain. These savings, or the smaller savings attainable from carrying less than full cargoes, are so substantial as to indicate that a deep waterway penetrating the Great Lakes will be not only desirable but indispensable to the future prosperity of the northwest."

The St. Lawrence waterway saving on grain alone, as compared with rail shipping of export stuff. is figured here at from 6 to 12 cents per This will affect not only the grain inbushel. tended for export but practically all that produced in the territory tributary to the Great Lakes, for the price of all is based on the price of the exportable surplus. On this basis, the increased price of grain alone, paid into the pockets of western farmers, will amount to millions of dollars more than the entire \$250,000,000 which the waterway improvement will cost.

(Tomorrow's article will deal with the de velopment of hydro-electric power on the St. Lawrence, an incidental feature of great importance to the eastern states.)

Mostly Noise.

That C. E. slogan, "A warless world by 23," while well intended, sounds a little too 1923." ich like "Boston, 1915," "Getting the boys out of the trenches by Christmas" and other well remembered watchwords that only ended in a laugh. "Fewer wars in the next century" is perhaps a more practical, if less picturesque, slogan.-Lowell Courier-Citizen.

Brainless!

Our idea of no brains is for a man to think an army of 150,000 men is plenty large enough to protect the country just because Bill Bryan once said a million men would spring up over night in case the nation was attacked .-- Cincinnati Enquirer,

on children or adults?' REPLY.

where they have been operated on

and after a couple of months wer

mouth or nose structures. Some

milk glands enlarge as a result of

infection absorbed through small

skin wounds. A tuberculin test would

disclose whether this is a tubercular infection. Scrofula is treated by

tuberculin, light therapy, rest, feed-

2. As is stated in the heading daily

there can be no assurance of a reply

unless stamped and addressed en-

velope is sent. We have space in the column for only a few of the

Science Against Guesswork.

M. J. H. writes: "I have noticed

your statement saying constant use of soda causes acid stomach. Dr.

Sippy's treatment of ulcer of the stomach calls for hourly use of soda,

calcium carbonate and magnesia to neutralize the ucid. Can you ex-

REPLY.

a limited time under the control o

physicians. The dose is carefully

regulated. The habitual use of sode

as condemned in this column repeat

edly is not given under the control

of physicians. The length of the

treatment is not scientifically deter-

mined. The dose is excessive, prac-tically all of the medicines which

are curative when properly used are harmful when indiscriminately used.

CENTER SHOTS.

A dimple in the knee used to be

The Sippy treatment is given for

hundreds of letters received.

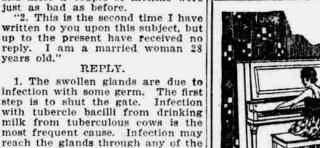
ing, open air.

plain?'

people.

The really great business States. man is the one who can transform No. Some children eat the seed a great liability into a great asset by building on practicality with large-minded vision. That is what the president has done in this case, and therefore swallow more wood than is good for them. Otherwise Infection Probable Cause, F. J. F. writes: "1. Can you tell

me of some good remedy for swollen glands of the neck? They have been swollen a trifle for the last eight years, causing no pain up to three weeks ago. Then they started to ache and get a little larger. I have Transcript. known of three different cases





Emerson, Mahogany\$275 Hallet & Davis, Rosewood. . 115 Kohler & Chase, Mahogany 140 Hobart & Cable, Mahogany 225 Cable & Sons, Walnut.... 195 Marshall, Oak 215 Hale & Co., Rosewood.... 85 Steger, Walnut 235 Smith & Barnes, Mahogany 275 Netzow, Walnut 215 Harvard, Ebony 160 Karlbach, Mahogany, 175 Segerstrom, Walnut 225 Everett, Ebony 140 Bush & Lane, Walnut 295 Camp & Co., Walnut 235 Chase Bros., Mahogany... 215 Kimball, Oak 310 Kimball, French Walnut... 285 Kranich & Bach, Walnut. . 225 One Dollar Fifty Cents Per

1513-15 DOUGLAS STREET

The Art and Music Store

considered as useless as an appendix. --Grand Rapids Herald. Week Buys One. News from the Russian-Poland border indicates that the bear will Player Buyer

again attempt to climb the pole.-El Paso Herald. Can You Beat It Johnson, Mahogany 415 Johnson, Fumed Oak 485

Anyhow the first Irish conference was a great success. It didn't break up in a fight .--- Kansas City Times. Segerstrom, Walnut 385 Nine hundred per cent profit of Karn, Mahogany 420 ome of these ice cream sundaes still. Schmoller & Mueller, It was surely a big war.-Minneapolis Journal. Mahogany

Burton, Oak 437.50 If the Japs persist in blocking dis-Three Dollars and Fifty Cents Per Week Buys One. irmament the balance of the power night join hands with the view to lisarming the Japs .- El Paso Times.

The girl who rouges her knees to hurry these off. Can you afmake 'em pink, should recall that ford to miss this opportunity? mother used to get them that way scrubbing the kitchen oilcloth .--A.HospeCo. Harrisburg Telegraph. There is a great difference betwee

the care with which the girl at the cafeteria fruit section counts out the red raspberries and the carelessness which the cashier tosses out with your change .--- Kansas City Star,

