

Fulfillment of Pledges to Be Issue of Republican Campaign

Congressman Graham Tells of Work of Congress in Untangling Muddle Made by Democrats Under Wilson.

(Continued from Page One.)

try open to the trade and cheap labor of the world.

"We closed them by temporary tariffs and will regulate them by a scientifically adjusted tariff law.

Aid For Farmers.

"We found the farmers of the country threatened with disaster as war contracts closed and deflation came from democratic waste and inflation came.

"We aided them by timely legislation through the federal farm loan system and the War Finance corporation, until today farm prosperity is on the way.

"We found a state of war with Germany.

"We ended it.

"We found an entangling League of Nations.

"We gave the world disarmament and a dream of peace realized.

"We found American prestige at its lowest ebb.

"We placed it in the forefront of the nations.

"We found waste.

"We have brought economy.

"We found inefficiency and non-coordination.

"We enacted budget legislation.

"We found a maze of complicated obligations and contractual relations.

"We are disentangling them and clearing the decks.

"In all this we have had democratic criticism and opposition."

Points Out Waste

Continuing the Illinois congressman set out graphically the extravagance and waste of the democratic administration which is causing the high taxes. He said, in part:

When President Wilson first assumed his office March 4, 1913, the total interest-paying indebtedness of the United States was \$965,706,610; on which the annual interest charge was \$22,835,340. Labor and money were employed; agriculture, labor and manufacturing were protected by an adequate tariff law, and we were prosperous. The new democratic administration enacted a free measure, and by August, 1914, in a little over a year from the date the democratic administration began, labor was unemployed and business depression and stagnation crept over the land like a cloud.

Then came the European war, and by means of it, the industrial salvation of our country. Of our participation in the World war and the

continued but money of the government were used to continue and complete other projects such as by-product coke ovens for private concerns. In some cases the contracts were so unskillfully drawn as not to be subject to cancellation when the war closed. In some cases the administration proceeded with the expenditures fully intending to do so. A fair example of this is the Muscle Shoals project.

That plant was located by President Wilson, against the protest of his scientific advisers. It was a political location. It was built with funds not intended for that purpose.

A contract was made with the Air Nitrates Corporation for its construction which, if valid, puts the government in the power of that corporation. Seven months after the first contract was made the War department deliberately made a new contract in lieu of the first, raising the royalty if the government should attempt to operate the plant, after the war.

"All sorts of embarrassing and unfortunate situations arose out of this war, because of the failure of the last administration to observe even reasonable care to secure our national rights. A better example cannot be cited than in our sale of surplus war material to France. We had over \$2,000,000,000 worth of such material in France when the war closed, and scores of millions of dollars worth of this was shipped to France after the armistice, such as 30,000 new automobiles. When we talked of moving this material home, selling it at retail, France informed us if we did we must pay \$150,000,000 in import tariffs. No one in the administration apparently had ever had judgment enough to have it understood that we were not to be subject to such exactions. We had no understanding at all, and so we had to sell this material to France on 10 years deferred payment for \$400,000,000. Then France arranged a sale of part of it to jobbers and they shipped it into the United States, without paying any customs duty. When we passed a bill in France to stop this importation, it met solid democratic opposition, and its timely passage in the senate was prevented by democratic objections there.

"Nor was this all of the War department expenditures. There was a legacy of debts and claims which will plague us for a hundred years. In the closing days of the democratic 65th congress, on March 2, 1919, the notorious Dent act was proposed and passed. It was claimed it was necessary in order to permit a speedy settlement of war claims by the secretary of war. After the passage of the act it was found that thousands of claims existed for which there was not a scratch of pen evidence. Over 30,000 claims were filed before a board set up by the secretary of war, and as a result of the operations of the board up to January 4, 1922, \$484,425,561.11 have been paid out much of it without the existence of a contract, most of it without an accounting, and practically all of it without any legal justification at all, except in the language of the Dent act itself. During the 66th congress, the protests of the republican majority in the house of representatives against these actions of the War department on these claims were frequent, but the protests were unavailing. To illustrate the loose and grossly inexcusable way in which these claims were allowed in a recent summary up by Brigadier General Lord, chief of finance of the army, he finds on an audit of approximately one-tenth of these paid claims there has been overpaid in these few settlements to war contractors, \$46,000,000.

"Under various Liberty loan acts, President Wilson was authorized to purchase bonds from the countries engaged in war with our enemies, bearing the same interest, of the same maturities and same conditions, as the bonds we issued and sold to our people. Under this authority, probably \$300,000,000 of it was loaned to countries not in the war at all. \$1,500,000,000 of it was loaned by the secretary of the treasury after the armistice, and when every reasonable man will concede he had no right to do so under the law. It was intended, by the Liberty loan acts, that we should buy the bonds of foreign nations. Instead, all that the present administration found to show for this vast sum were memoranda of some diplomatic agent or official. Not only was this true, but there was the general impression and belief existing, in every country to which this money had been advanced, indeed, no doubt, by the conduct and public utterances of President Wilson, that the United States never intended to collect these amounts. The incon-

ing administration and a republican congress has had, therefore, two things to do: First to overcome the erroneous impression held by foreign countries and convince them of the necessity of paying these debts. Second, to obtain from them the properly authorized bonds to represent these debts. Even after the almost inextricable confusion that had been created by the last administration in the matter, when a bill was brought in by the ways and means committee to appoint a commission and adjust these debts, the democrats of both house and senate opposed the project almost to a man.

Shipping Board Loss.

"In 1916, as a part of the machinery for stimulating the building of a merchant marine, by act of congress the shipping board was created. After the declaration of war, congress, by the urgent deficiency act of June 17, 1917, conferred vast additional powers upon the president, to requisition and build ships. This power, by executive order, dated July 11, 1917, the president delegated to the Emergency Fleet corporation. Thereafter occurred the monstrous expenditures of our shipping program. They cost us \$3,300,000,000. Contracts were made with anyone and everyone who said he could build a ship, or anything for one, irrespective of price or quality. There was no uniform plan for these ships adopted. No thought was given to what use the ships might be put after the war. There were no cancellation clauses in the contracts, so that if the war ended, the work might stop. Five hundred and eighty-nine wooden ships of 1,385,250 dead weight tons were built, and which were absolutely worthless. Thirty concrete and composition ships, costing about \$27,000,000 more, were equally worthless. Two thousand, two hundred and eighty-eight ships altogether were built and delivered. Only about 450 of these were delivered before the armistice and all the rest, or about 1,838, have been delivered since the war was over, and the further necessity for them had disappeared. Because of the contracts, which had no cancellation clause and the incessant pressure of the democratic administration, ship building when on feverishly until the present administration came into power. One thousand, one hundred and eighty ships were delivered in 1919 and 473 in 1920, the most shameful part of which was that in 1919, 408 of these were wooden ships, and in 1920 61 were wooden ships, conceded by all to be worthless.

"When the present administration came in on March 4, 1921, it tried to take stock. It was found that 5,000,000 tons of steel ships which are salable for approximately \$150,000,000, and estimated other assets of \$190,000,000. It finds claims pending against the government of \$298,428,845.39, which, if allowed in full would just about wipe out all our assets and leave us nothing to show for our \$3,300,000,000 of the people's money expended. Countless millions had been sunk in Hog island and every other mudhole in the country. To show the rank incompetency of the preceding administration, it has been found that mortgages and other liens securing the government for vast sums had not been recorded and the liens were lost. Liens for millions which should have been taken were not. Vast sums for repairs and reconstructions were charged against the corporation for things which the slightest care might have prevented; ships had been sold without a cent of deposit or a letter of security; in contracts uncancelable, for materials were found. To illustrate, a contract to take 40,000,000 barrels of fuel oil a year. The board is involved in 50 concerns which are in the hands of receivers. Three thousand, five hundred lawsuits in the civil courts are pending and \$62,739,315.76 of claims in the court of claims, and a business which is now losing \$4,000,000 a month.

Take Over Railroads.

"Prior to the world war, no country had a healthier railroad condition than did the United States. Service was speedy, rates for passage and freight carriage low, and the roads were making fair returns upon capital invested. In the two and one-half years from the outbreak of the European war until our own entrance into that war, this condition continued. In the military appropriations bill of August 29, 1916, a provision had been inserted authorizing the president, in time of war, to take possession and control of any system of transportation and to use the same as might be needed or necessary in the emergency. Immediately after the entrance of the United States into the war with Germany, various semi-civilian, semi-official, boards were set up which began to issue various and conflicting priority shipment orders. So great became the confusion and congestion that the ports of the east,

notably New York, became blocked. The judgment of those with most intimate knowledge is that official inefficiency is solely responsible for this condition. Then President Wilson, by proclamation dated December 26, 1917, took over all the transportation systems of the country, absolutely.

"The government operated the railroads until March 1, 1920. On December 24, 1919, the president issued a proclamation that 60 days thereafter, to wit, March 1, he would deliver back the roads to private control. Having involved the affairs of the railroads in inextricable confusion, having permitted their rolling stock and equipment to deteriorate, having inflated their pay-rolls and maintenance charges by billions, having destroyed both the credit and the morale of the roads, the president, without the slightest opportunity for adequate preparation, said to the congress and the country: 'Here's the mess we have made—now you clean it up.' In the two months remaining, a republican congress, trying to do the best it could with a hostile administration, hastily wrote and passed the transportation act of 1920. During the 26 months of federal control, the congress, responding to the urgent and repeated requests of the administration, appropriated \$1,750,000,000 from the treasury for the railroads. In addition to this vast sum for the six months of the year under the transportation act, \$700,000,000 more will be required. In addition, \$200,000,000 will be required to settle outstanding claims and \$300,000,000 more has been provided to make loans to the railroads, under the transportation act. Thus a total burden on the treasury of \$2,950,000,000 caused by the folly of the last administration in its railroad program.

Lawsuits Pending.

"Nor is this all. Thousands of lawsuits are pending in which the government has a contingent liability. In Minnesota alone 6,000 lawsuits originated in one fire. Many of the suits are for the recovery of property. We have taken run for ten years yet. We must maintain a railroad administration for at least ten years to come and until its end, no one can tell what our obligations are.

"Nor was this the worst. No sooner were the roads under government control and operation than a systematic course of exploitation began for personal and party advantage. Wages were raised when requested and when not requested. The total additional burden caused by government operation was \$1,765,000,000. The prices of materials and repairs were boosted to the skies. Executive orders were issued with confusing frequency, almost all of which tended to destroy discipline and morale. Minimum wages were established for all branches of the service. A fair illustration of these orders was that of February 14, 1918, when Mr. McAdoo ordered: 'Mechanics applying for employment will not be denied such employment for any other cause than inability to perform the work,' and by which order any anarchist or I. W. W. who applied for work which he could do must be employed. When the government took over the roads, 80 per cent of the cars were upon their own roads; when the roads went back to their owners, 80 per cent of the cars were on other roads, from which they did not return for long periods.

All this was done without any corresponding increase in rates to compensate for additional burdens. Increased rates were not popular.

Reason for High Prices.

"Today we have no more serious problem than the question of the reduction of our railroad passenger and freight rates. The problem was created by the absolute lack of wisdom and horse sense characterizing the Wilson administration handling of the railroad question. Now they loudly cry for a reduction of rates and vociferously denounce a republican congress for inaction. I am reminded of the man who deliberately fouled his water supply and then loudly abuses the board of health because his family gets typhoid fever.

"Nothing that our people have suffered as a result of the war has been more burdensome and oppressive than the high cost of living. During the war period, and since, and continuing to a considerable extent today, prices of the necessities of life have soared to the skies. While high prices come from war conditions, most of this stupendous increase is directly traceable to the last administration and its activities.

Annual Debating Contest Will Be Held at Creighton

The annual debating contest will be held at Creighton university next Thursday evening, May 18, when six students from the Arts department will debate for a prize on the question, "Resolved, That the Kansas court of industrial relations should be extended throughout the country as a federal institution."

The students who will debate are Frank C. Charvat, William Klemm, Alexander McKie, Robert Patton, Julius Humphrey and Thomas J. Russell.

Man Given \$6,280 Verdict for Notes Due Since 1913

A jury in District Judge Fitzgerald's court awarded a verdict of \$6,280 to Clarendon E. Adams against David Guthrie, the Southern Nebraska Power company of Superior, Neb., and C. E. Adams, former national commander of the G. A. R., for two notes due him since December 3, 1913.

Revised Rules for Grain Inspectors Are Announced

Washington, May 11.—Plans for putting into operation revised rules governing licensed grain inspectors, the inauguration of a new grain market news service and a "know your own wheat" campaign among farmers in the spring wheat area were announced by the United States Department of Agriculture.

The changes in the inspection rules are designed to meet the requirements of the situation in the northwest without the disadvantages of establishing new or additional grades. They provide for reporting, in addition to the actual grade, the factors which determine the grade in the spring wheat classes. The grade to which the wheat would otherwise be entitled if these injurious factors were not present must also be stated. This will amount to stating the grade of the clean wheat when considered alone.

The purpose of these changes is to give the basis for price quotations by groups within grades so that farmers and local dealers may be better informed as to the exact market value of any sample of wheat.

While the commercial grade of the sample will be indicated as heretofore and what will be handled on these grades, more facts will be shown on the certificate, together with a statement as to the moisture or foreign material which is responsible for grading the sample below what the wheat alone would indicate.

Read The Bee all the way through. You will find it interesting.

Tornadoes Kill Four in Platte Valley

(Continued from Page One.)

Weisert, in the path of the tornado, lost heavily in farm buildings and stock.

Livestock Killed.

Trees were uprooted and torn to pieces; large numbers of livestock and poultry were reported killed near Lexington. Forty head of cattle, belonging to a Mr. Beattie, were killed. In this section the storm took a path a half mile wide and did not spend its fury until it reached Sumner and Eddyville.

Among the half dozen farm houses destroyed near Lexington was the residence of Benjamin Berman, who, with his family, escaped before the storm struck. Only a few splinters of the home of John Burley were left after the wind, but the occupants were saved by resorting to the basement.

A crew of 20 men is at work on the A. T. & T. lines at Hastings, J. E. Frenzer, superintendent of telegraph for the Union Pacific, left Omaha Wednesday night for the storm-swept area.

Cars Turned Over.

Rumors that a Union Pacific passenger train had been blown over were denied by officials here, who said the only damage suffered was the overturning of two freight cars north of Kearney.

Property of the Knox County Fair association was destroyed by a small tornado which swept over the east edge of Bloomfield a little after midnight.

Low temperatures in western Nebraska and winter weather with snow and strong winds at Cheyenne were reported by the weather bureau here. Heavy rains in parts of the state are reported.

Mrs. B. J. Glenn of Hildreth, who was attending the Eastern Star convention here, hearing of the death of her husband and son, left Omaha for her home accompanied by Mrs. Bert Anderson and Mrs. A. L. Beck, also of Hildreth.

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Friday Morning Closeout of 100 DRESSES

9 to 12 O'clock Only

Clever sport models and street effects—in every new high shade as well as navy and black.

Size 16 to 38 **\$5** Wool Crepes, Tricotines, Silks, Novelities

A Haas Brothers Dress at only \$5.00 is sufficient argument to close out the entire lot of 100 in a very short space of time.

Be Here Promptly at 9 O'clock

50 ODD DRESSES \$10 to \$25

Every dress in this lot has undergone very material reductions in price. You'll agree that they are among the best values you have ever encountered.

Size 16 to 40

Cleverest Creations in Street Frocks

Developed From **Anderson's Gingham \$10**

Not commonplace styles, but the smartest type of styles one could imagine. All colors; in fancy gingham; all sizes. 16 to 46.


Dimmer Petticoats of Silk \$2.95

Double panel, absolute shadow-proof, durable white tub silk, the favorite with thousands of Omaha women.

Haas Brothers "The Shop for Women"

SECOND FLOOR—BROWN BLOCK 16TH AND DOUGLAS

Certainty



THE present period is one in which the intelligent and resourceful type of man makes certain that the shoes he buys will serve perfectly.

Perfect shoe service has been successfully developed by the renowned

Boyden & Bostonian \$6.50 and up

Jadden & Bittner

"Exclusive, but Not Expensive"

S. E. Corner 16th and Harney

They're Good Looking Individual Styles

Ours is a "Specialty Shop" featuring the of a kind throughout our entire stock.

Giving value and a certain smartness of style is our bid for your favor. Hundreds of your friends always depend on us for unusually "clever clothes"—We will surely try to please YOU.

Lamond's Smart Wear for Women

1621 Farnam

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Sports Fashions Are at Their Best



The Novelty Skirts Have attained a distinct smartness by fringing their hems or by going to no end of trouble in the choosing of their fabrics, styles and colorings. These range in price from \$10 to \$25.

The Silk Frocks Are attractively fashioned of novelty crepes—in models that reveal the most fanciful of Fashion's spring-time whims. They are in white or gaily colored styles for prices from \$25 to \$59.50.

The Sports Suits Have never before reached the favor they now enjoy. Tweeds and jerseys in the newest bright colorings and styles are here to fill your need for that particular costume. \$16.95 to \$49.50.

Long Coats for Tiny Babies Dainty little models of cashmere, silk poplin or crepe de chine to keep baby just snug enough so the cool night air won't harm her. \$6.75 to \$19.

A New Patent Pump \$10 It has the new French toe and military heel covered with the patent, a light turn sole and broad instep strap. Price \$10.

Imported Tub Fabrics There are loads and loads of things one just can't have too many of—and in the summertime one of these is wash frocks. Ratine voiles and plath ratine in soft light weight and a choice range of new shades, \$1.25 a yard. Swiss organdies and voiles in lovely light shades for \$1.25 a yd.

Fur Storage Now is the time put your furs in storage. Rate: 3% of your valuation. Phone and we will call for them.

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