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The purposes af the convention are:

To consider needs of American foreign trade enterprises in the post-war emergency.

To assist in devising means and methods to enable American foreign trade to meet the conditions which it faces.

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Farrell said the world war and America's participation in it, has bettered the equipment of the American people for foreign trade. He based this on construction of the new merchant maritime policy as the key to success.

Sessions will continue through tomorrow.

CALIFORNIA LEADS WITH QUICKSILVER

(By United Press.)

Sacramento, Cal., April 25.—That California yields 70 per cent of the entire production of quicksilver in the United States, and that well above $100,000,000 worth of that mineral has been extracted from the soil of the golden state is related in a mining bulletin issued by Fletcher Hamilton, state minerologist.

BRITISH AIR ATTACHE

© Western Newspaper Union

Brig. Gen. N. E. O. Charlton, the first air attache to arrive in this country from England. He is the winner of the D. S. C., V. C. and C. N. G. and is an excellent pilot. The photograph shows him at Mineola, Long Island, just before he entered a Glenn-Martin bombing plane to make his first flight in this country, which was from New York to Washington.

MOTOR INFORMATION FROM OVER-SEAS

Restrictions now in force against foreign-made cars are very apt to be relaxed in France and England before long, according to H. M. Robins, foreign sales manager, Dodge Bros., Detroit, who has just returned from an extended business trip through those countries. "Several influences are at work in England to bring this about," he said. "The most progressive English dealers had long handled American-made cars before the war. They sold well, and naturally these dealers are working hard to have the restrictions removed. So is the American Chamber of Commerce in London. Then there is the old free trade sentiment in England which has always looked with disfavor upon trade restrictions of any kind. Moreover, the slow readjustment of factories to a peace basis, together with the instability of the labor market just now, prevents manufacturers from carrying out any large program of manufacture. Yet the public is clamoring for low-priced motor cars. Perhaps the greatest influence of all is a fear of reprisals. It is felt that the United States could seriously embarrass England by placing an embargo on certain raw materials.

"These influences are not all working for us in France. But others are. The French people have had a first-hand opportunity to see the low-priced American motors at their best during the war, and now they are demanding an opportunity to buy them. It seems to me this pressure is bound to have results.

"Practically all French motor cars are equipped with the old-fashioned bulb horns. The French towns are rather quiet during the day and to the American it is an amusing thing to hear the squawking that sets in about 5 p. m. when the business world quits for the day, and also after the theater. It sounds considerably like a flock of large geese.

"I noticed that every American soldier still in France is beginning to take a lively interest not only in when he is going to get home, but whether or not there will be a job for him when he gets here. At times the concern shown for this latter phase of the home-coming was almost pitiable."

Wilfred R. Humphries in Butte Sunday, April 27

AN AMERICAN JUST BACK FROM RUSSIA

The Russian View of Fourteen Points and American Intervention and What They Are Trying to Do.

(The following is one of several articles written by John D. Barry in the San Francisco Call and Post, following an interview with Mr. Humphries, who will speak at the high school auditorium in Butte next Sunday.)

Wilfred R. Humphries, as representative of the American Bureau of Publicity, and later of the American Red Cross, traveled extensively over Russia and Siberia. On the way he had many opportunities to study the temper of the people. He found that the former owners of great estates wanted their property back, that the former officers in the Russian army wanted their uniforms and all that went with the uniforms in the way of privileges, and that the manufacturers wanted their factories. There were also many sincere people, not property owners, who thought the time was not ripe for making Socialism practical.

III.

When I asked Wilfred R. Humphries what he thought of the Russian situation as it was at this minute he replied: "One of the greatest dramas is going on there that the world has ever known. It's a pity that we can't get full information. And it's very discreditable that we should be so woefully deceived in regard to matters of supreme importance. When the people of this country find out how persistently they have been fed on lies they will be very indignant. My work for the Red Cross enabled me to get into intimate relations with the Russian people and their soviets and convinced me that at heart they were very different from what they had been represented as being since the revolution. I haven't a doubt that, in the excitement of the time, some of them committed acts of lawlessness and violence, though I did not myself witness much. I hadn't been in Russia for more than a few days when I was impressed by the absurdity of the reports that were flying around. For example, before I went into Moscow for the first time, I was told that the city was in flames, that thousands of people were dying, and that the Kremlin was destroyed. I actually found that five buildings had been burned and that the Kremlin gate and two of the churches had been damaged in the bombardment. The city, as a whole, was quiet, food was being equitably distributed, theaters were soon running full blast. Women went home from theaters and political meetings without male escort."

"How about those reports regarding the socialization of women in parts of Russia, their reduction to what amounted to prostitution?"

"I will show you a paper that I have in my pocket. It's a translation from the Russian of the repudiation made by the federated anarchists in Samara and Saratoff. And here is the original. I happened to be in Samara at the time and I took it down from a wall. The alleged decree that you speak of was surreptitiously plastered one night all over Samara and Saratoff, by unknown enemies of the revolution. It was put in the name of the anarchists, not of the soviet, because everyone knew that the bolsheviks stood for no such thing. The insinuation was that the anarchists were getting stronger, would soon overthrow the soviet, and here was what the anarchists stood for. Therefore better go back to the monarchy. The next morning it was torn down by order of the soviet, and the federated anarchists came on with this emphatic repudiation. Let me read it to you:

"'Enemies! You are defeated, and you are going down lower and lower. You have reached such a low level that your cause is now desperate. You wish to continue living in idle luxury and have us work for you, and you find the revolution a menace to you. Enemies, you slander and misrepresent us when you say that we anarchists would use our liberty to enslave women.

"'You forge our name to this vile decree that your vile hands have written. For centuries and all over the world, anarchists were fighting against all decrees, all force and all oppression. We ourselves have used force and violence only against our oppressors. We want to live and let live, in perfect freedom. Is it conceivable that we should now issue such a monstrous and contradictory decree?

"'Think for yourselves! Is it likely that anarchists would advocate or even permit such degradation of women? You think only to provoke trouble. You are only trying to deceive the ignorant people. Don't you suppose we have wives, mothers, sisters and daughters of our own?

"'You provocateurs apparently don't know our strength; but you shall know. Death for provocateurs! Death, no matter who they are. We will make you pay for your vile crime. Anybody found circulating such dirty propaganda will be put in the same class. Everybody, whether with us or not, who oppose such contemptible propaganda methods deserves commendation.

"'With all our soul we fight on for all that is best for Russia.'

"Isn't it strange that the world should be asked to believe such a slander against Russia when it already knew that the Russian revolution had put women politically on equal terms with men? Can you imagine anything more absurd than the idea that political equality and general prostitution should go together?"

"What do you suppose the motive was behind those stories?"

"To discredit Russia before the world, of course that is, to discredit the Russian revolutionists and to drive them out of power."

"Wasn't the motive really due to fear that the revolutionists would repudiate the loans made by the allies to Russia?"

"That fear doesn't explain the situation wholly. There is no question that the fear existed. But the revolutionists met it by offering to identify themselves with the cause of the allies, provided they were given assurance that the soviet government would not be interferred with. Lenine himself, it was, remember, that made that offer to Raymond Robins, when Robins was at the head of the Red Cross in Petrograd. As you doubtless know, Robins testified to it before the senate. Why didn't the state department let the public know that it had received the offer? No, I am inclined to think that concern for the loans was not the only force operating against the bolshevists among the allies. They probably believed that the soviet government wouldn't last. They were also afraid that if it did last it would spread the spirit of revolution through other countries in Europe. They were aware that Lenine and his associates looked forward to the time when all the European countries should be controlled by the people and should form the United States of Europe, every one of them an industrial democracy. You could hardly blame the allies for being skeptical. There were tremendous obstacles in the way of the revolutionists, both abroad and at home. In the first place they had a hard time getting technical co-operation. The more skilled workers, including those that belonged to professions, held off. Like a great many others, they thought the new government couldn't last many weeks. All such skeptics were encouraged to strike wherever they could by the higher-ups. In many cases they were even financed. The soviet government effectually retaliated by suddenly seizing the banks and limiting the amounts that could be drawn out. The rate was $60 a month for each person in the family. One result was that there was no money to pay the strikers and they had to go back to work. By the way, I used to take great interest in watching a line of people extending outside the bank near the place where I was living in Moscow, waiting to get their allowance. One day I saw a very distinguished and handsomely dressed middle-aged lady, in furs, in the line, the tears running down her cheeks at the thought of the indignity and the privation she was being subjected to. She had always lived in luxury and now, out of her fortune, she could get only enough to keep going. At about the same time there was the heaviest snowfall that Petrograd had even known. I had gone up there on one of my many trips. The social rent had word that the inhabitants of each block must clear the snow from their locality and from a certain proportion of the public squares. The men had to get out, no matter who they were, and work. Some of them were magnificent furs. At the end of the day the snow was gone. That incident made me realize how easy it would be to get out, no matter who they were, everyone did work there."

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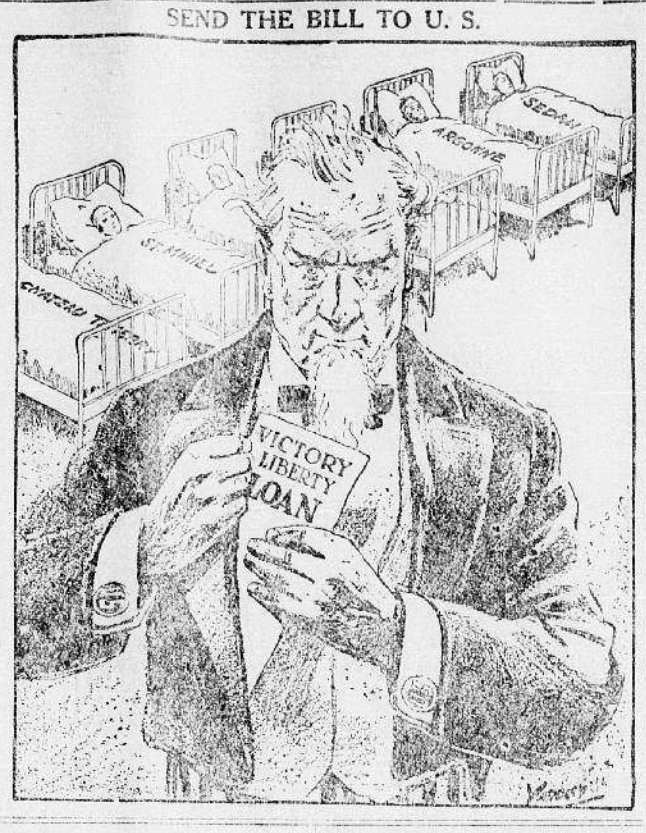

FORD FOR $250 SOON MAY BE IN PUBLIC USE

Inexpensive Cars Will Be Cause of Demand for Better Roads; Wage Earners Go to Work in Own Car.

There is now ample confirmation of the reported intention of Henry Ford, the Detroit manufacturer of motor vehicles, to put upon the market in the near future an automobile to sell for between $250 and $300. His latest credited declaration on this subject is, if anything more emphatic than his earliest. "We are going to give the people something new in the way of an automobile," he says. "Not only will it be a finished product within the reach of every family, but it will give them as well the last word in a motor car—all for $250 or $300."

In explanation of his decision to launch a new company for the production of these machines, Mr. Ford declares that he has been actually forced into it by a decision of the courts, which upheld the demand of the minority stockholders for increased divisions of the Ford company dividends. It may be recalled that he undertook to use the surplus earnings in tractor manufacture, but was enjoined. "Many millions of dollars came to me with this decision," he says. "I could not give or throw that money away, so I decided to build a new type of automobile."

More Fords, Better Roads.

This is, of course, a matter of private enterprise, but if carried out successfully, and there is every reason to believe that it will be, it cannot fail eventually to be a matter of public concern. It stands to reason that if Mr. Ford can sell a complete automobile for $250 or $300, the number of motor vehicles using the streets and roadways will be multiplied; that the problem of road construction and road maintenance will become more pressing in local and state administration and that the entire system of transportation is likely to be affected and largely complicated. Mr. Ford is right in assuming that there will be a great and immediate demand for the car which he proposes to build. His son, an officer of the present Ford company, also is right in assuming that the introduction of such a vehicle will cut into traffic of the traction companies.

There are certain phases of the prospective enterprise which seem bound to be troublesome to economists, some which are decidedly promising to the general public. The introduction of so cheap a motor vehicle appears certain greatly to affect values elsewhere. The diversion of passenger traffic from rail to highway has already cut severely into the earnings of trolley and steam railway companies. The cost of transportation, urban, suburban, interurban and long distance, has become so heavy that many thousands of people now dependent on rail lines will make an extraordinary effort by counting the small difference of outlay required in the new expenditure. The introduction of the new car should relieve urban trolley congestion greatly. It should open to the wage and salary earner better opportunities for the enjoyment of home life far from the crowded city, and it should add immensely to the convenience and the comfort of families in moderate circumstances.

Cheap Truck Will Follow.

Better than all else, a cheap motor car for passenger service is certain to be followed by the introduction of a cheap car for trucking service, and in this there is hope beyond measure for the future distribution. Cars that can be operated swiftly and cheaply between the producer and the consumer will do more toward breaking down monopoly than all the anti-trust laws that have ever been enacted.

There is no reason why the nation should not welcome Mr. Ford's decision to provide a motor vehicle cheaper than now in service, for that decision has possibilities that reach down to the very roots of discontent with present economic conditions, on the one hand, and to the very foundations of far-reaching economic reforms, on the other.—Christian Science Monitor.

ACROSS THE POND IN TWENTY-FOUR HOURS

Preparations for the construction of a flying boat capable of crossing the Atlantic in 24 hours with a freight or passenger load up to two tons were announced last week by Glenn H. Curtiss, who has just returned from the south, in a statement issued by the Manufacturers' Aircraft association.

"The N-C boats can fly over the Atlantic," said Mr. Curtiss. "They can fly over not only once, but many times, and as a result of these flights American manufacturers look forward to developing a commercial service between the United States and Europe.

"The difference between the American entry in the flight and the ships entered by European or Canadian interests lies in the fact that the N-C (Navy-Curtiss) boat has not been specially constructed. With the exception of the increased power and certain alterations in interior construction of the hulls, the ships are the same as when designed for submarine chasing. Yet they have demonstrated a big factor of safety, they can carry an enormous useful load and they can land safely in a heavy sea.

"At the time the armistice interrupted our war activities we had completed the design for an advanced type of flying boat which, although no larger than the N-C series, would be capable of accommodating a much greater useful load and carrying it safely across the sea. Our plans, which were laid up during the brief reconstruction period, are now being worked out and we—in common with all other American airplane motor manufacturers—look to the trans-Atlantic flight as an experiment in which some unknown factors may be revealed and invaluable experience gained."

Although it is impossible at this time to go into details regarding the new flying boat, it is known that it is to be equipped with four 400-horse-power model Curtiss K 12 motors, whose reserve power will enable it to cross to Ireland without making a stop.

The ship is designed to take off with full load, but after gaining the desired attitude, it will be possible to throttle down all engines to practically half speed, so that power sufficient for emergencies may be held in reserve. Unlike the N-C types, which ordinarily call for a crew of five men, the new boat can be operated with but three, one of whom would be the commanding navigator and pilot, the second an experienced motor man and pilot, and the third probably a pilot and radio operator.

"The limit in size of flying boats or airplanes has by no means been reached," said Mr. Curtiss, "We can lift more pounds per square foot in a big boat than in the smaller types, and this increased efficiency can be carried out in types larger than those now in existence."

GETTING READY FOR WORLD PEACE

(By United Press.)

Vallejo, Cal., April 25.—Construction of battleship No. 51, which is to be even larger than the gigantic superdreadnaught California, at present under construction, is to be started at the Mare Island navy yard within the next two months, navy officials stated today.

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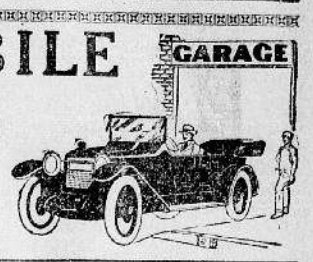

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FAMOUS WOMEN.

Princess Mary.

Princess Victoria Alexandra Alice Mary, the only daughter of King George V. and Queen Mary, is 23 years old today. She is known always by her last name, Mary, following the precedent established by her mother, whose first name is also Victoria. Now that the war is over, it is possible that a husband will be sought for Princess Mary, but eligible young men of royal blood are scarce, since those of the central empires have been eliminated. A few generations ago most princesses were wives and mothers at her age, but the tendency toward late marriages now prevails in royal as well as other circles. Queen Victoria's eldest daughter was only 17 when she married, and at 18 was the mother of the ex-kaiser. Princess Mary, like her brothers, has been very carefully and simply reared. In her girlhood she participated in the sports and games of her brothers, and never cared for dolls and other feminine toys.

Today's Anniversary.

Friday, April 25, 1919.

Oliver Cromwell, the great English revolutionist and soldier, was born on this date in 1599.

The first engagement of the war between the United States and Mexico was fought at La Rosia 73 years ago today, April 25, 1846.

The name of "America" was applied to the new world at a meeting of savants held in St. Die, France, on this date in 1507.

The allied forces landed on both shores of the Dardanelles four years ago today.

Britain Dealing With Sinn Feiners?

London, April 25.—"It is reported," says the Morning Post, "that negotiations have taken place, or are in progress, between the ministers and Sinn Feiners in reference to the government of Ireland. The statement is that a deputation came from Paris to De Valera. One version has it that the Sinn Fein leader was asked what he wanted.