

GREAT FALLS DAILY TRIBUNE

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EDITORIAL PAGE

THE VICTORY LOAN.

Reports from the United States at large on the progress made in raising the last of the Liberty loans, which is designated the Victory loan subscription are most encouraging and optimistic. It is said that the state of Iowa has already oversubscribed its full quota, and has done it much quicker than it did in the last loan, though it was the first state over the top in the last loan. Locally, and by that we mean in Cascade county, the committee having charge of the loan seem to be feeling a little discouraged at the breakaway. The subscriptions are not coming in as fast as they hoped or expected, though in some places they have met with fine results, especially at the smelter. However, we are confident that this loan will be floated all right, and that without resorting to any harsh methods of stimulating the sense of propriety and patriotism of the people of Cascade county, who are abundantly able to put this loan over. We would hate to think it would become necessary to convince the well to do residents of this county that a policy of stinginess and don't give a damn toward the needs of the nation would be a mighty poor investment for them from a strictly selfish point of view, but there are plenty of such arguments at the disposal of the loan committee if they wish to use them, and they are perfectly legitimate arguments also. It is perfectly easy for a man so inclined to save a few dollars by neglecting to accept his duty and responsibility and lose a good many more dollars at the same time, and we are not referring to any boycott or public opinion penalty for such neglect either.

But we are well persuaded that such arguments are unnecessary with the great body of our citizenship who are patriotic enough and well inclined to do their share in this last popular subscription which our government asks them to make to finish the job and bring the boys home.

As we have repeatedly pointed out there are just two ways of meeting the claim the government presents to us for payment through this loan. One is by subscribing and taking the bonds which is lending the money to the government on its promise to pay it back with interest, and the other is by the use of the taxing power, and in that case the man who pays gets nothing back, and it is quite possible may pay more in the end.

One reason why this loan in Cascade county goes slower in the opening days than preceding loans have done is that more people wait for the committees to call on them and leave cards and fewer people go to their banks and subscribe. The latter method saves a lot of time to the committee and is more satisfactory, so we hope that any readers of The Tribune who are able to take one or more bonds will not wait to be asked but call at the bank where they do business and turn in their subscriptions without loss of time, remembering that it is their duty to subscribe as liberally as they can to this last loan, and that it pays a man always to do his duty promptly and honorably. It pays him in peace of mind always, and in dollar bills very often besides.

It is inconceivable to us that Cascade county will fail to keep its proud record up in this last loan. We predict with confidence that when the last call is made it will be found that Cascade county has subscribed its quota, and then some.

THE FIGHT ON BURLESON.

The telegraph service under private ownership left much to be desired in the way of efficiency as nearly everyone knows who used it. When the post office department took it over they promised more efficiency and better service. The promise was not realized. We are not prepared to say that it is any worse as far as our limited experience goes, but we fail to note that it is any better, and it is certainly more expensive. That is necessary Mr. Burleson says in order to give the men and women who handle this work living wages. We believe that the raise in pay they got was well deserved. We have always thought that telegraph operators drew a very insufficient compensation for their work when judged by the standard of wages in other occupations requiring no more skill and entailing less responsibility. If higher rates are needed to properly compensate the telegraph company employees we believe the public as a whole will not complain. They know how the cost of living has gone up and that telegraph operators started on an abnormally low wage scale to meet these increased expenses. What the public are more interested in than the cost of sending a message by wire is the efficiency of the service. When a man wants to send a telegraphic message he is generally in a hurry to get the message to the recipient. He wants to know that it will get to its destination in the shortest possible time and be correctly sent. The truth is that he is at present by no means confident on either of these essential points, and they are generally more important to him than a few cents extra cost for the service. The assault on Postmaster General Burleson and his failure as a telegraph manager is by no

means free from politics and business malice however. Therefore we will do well to take a grain of salt along with the loud outcry for his dismissal. We will do well to recall that there was a propaganda against Secretary Daniels of the navy that was fierce and long continued. They demanded his head on a charger from President Wilson, and howled loud and long because they did not get it. They told us that he was a nincompoop who didn't know the prow of a ship from its stern and that his incapacity was ruining the naval service. Now we know that he was the right man in the right place, and did more to build up our navy and make it efficient than any man who ever held the place. The time came when even his most venomous critics felt it expedient to keep a respectful silence about his shortcomings or publicly admit they were mistaken. Then the criticism was transferred to Secretary Baker of the army and the same identical gang of kickers that had been pursuing Secretary Daniels with their slanders gave full tongue to the pursuit of Secretary Baker. They were after him like a pack of wolves, howling, barking, snarling and snapping at his heels day after day. It brought them no meat. Secretary Baker made good, and his achievements silenced the pack and discouraged them. Now they seem to have abandoned the Baker chase and the pack are after Secretary Burleson of the post office. There is also a personal and business element in the pursuit of Burleson as well as a political purpose. The Postal company have made personal feud with him and done everything they can to antagonize him and make him unpopular.

These are facts to be kept in mind when we read the complaints against Burleson and his management of the telegraph and telephone lines. Having said that much we would be glad to add that the service is greatly improved under his management if we could do it conscientiously. But we can't. Perhaps he has not had time yet to accomplish such improvement. Perhaps he has not had loyal support from the chiefs under him who are as a rule the same men who handled affairs under the private company management. Possibly there may have been a conspiracy to discredit his management. But we think that the general public will support us in the judgment that the service is not much improved, if any, and that the cost has increased at the same time. A good many people say that the service has deteriorated with the increased wages paid. We don't feel like going that far in assertion ourselves, but we certainly fail to note any improvement.

All the same we think that Mr. Burleson should be given an extension of time to prove up, and a suspension of judgment in the mean time. He has had some hard problems to meet. Any business man knows that through the war his plant found it hard or impossible to keep up efficiency. The best men left him for war service. He is just recovering some of his lost efficiency now. The telegraph and telephone service and railroad service all had the same factors to contend with, and while wages went up in the air, efficiency of production declined. We feel inclined to exercise patience and charity toward Burleson and the telegraph and telephone service, and instead of joining the kickers we will wait and see.

The Opinions of Others

- HE SHOULD ASK SOMETHING EASIER. (Pittsburgh Dispatch.) Although he asked the questions several days ago, no one has yet informed John D. Rockefeller, Jr., why he or his father could want more money.
- CAN UNDERSTAND THAT MUCH. (Detroit News.) After a man has finished reading the European news, one thing, at least, is clear, and that is that everything is not exactly as it ought to be.
- THOSE BIRDS ARE GOING SOME. (Philadelphia Press.) Prof. Pickering reports that there are new signs of life on the planet Mars. Can it be that the bolsheviks have broken out there, too?
- BUT IS DOING NO DAMAGE. (Ansonda Standard.) Mt. Lassen has been dormant for some time, but California's other volcanic crater, Mt. Johnson, still steams and smokes.
- WITH ODDS EVEN. (Philadelphia Press.) Possibly Germany will be ready for another war before that Paris conference can get ready for peace. It may be a race.
- THAT WON'T MAKE US MAD, WILHELM. (Pittsburgh-Gazette-Times.) Kaiser Dedines To Break His Silence.—Headline. We are thankful for small favors in these times.
- BELONG IN BOLSHEVIK CLASS. (Toledo Blade.) Not much could be expected from a country that invented goulash.
- WE'LL BET BORAH TOLD HIM. (Chicago Tribune.) Senator Borah says the Middle West is opposed to a league of nations. Where do you suppose he gets that stuff?
- INCLUDES EVEN PROHIBITIONISTS (Philadelphia Record.) We must all drink of the victory cup the secretary of the treasury offers us. We cannot turn down an empty glass.
- READING IT SHOULD CURE INSOMNIA (Indianapolis Star.) That 75,000 word treaty will make such nice hot weather reading for our summer vacations.

HASKIN LETTER

By FREDERIC J. HASKIN

A REALLY SAFE "FLYING MACHINE"

Washington, D. C., April 21.—A machine that enables you to experience all the physical sensations of flying, and to test your fitness for aviation without once losing your hold upon the earth, has just been adopted by the War department for use in training its pilots. It is probable that this device, known as the Ruggles orientator, will be a feature of all flying schools, and will enable civilians as well as soldiers to determine without risking their lives whether they are fit for flying. The Ruggles machine does for the beginning aviator about what a walking chair does for an infant learning to toddle—it enables him to go thru the motions without risking a tumble. One of these orientators was officially demonstrated here the other day. The machine consists of two sets of steel rings, the larger one of which is twelve feet in diameter. One ring revolves in the horizontal plane and the other in the perpendicular plane. The rings are driven by small motors so that they revolve within each other. The "boat" in which the pupil sits, is suspended from the inner ring, and its movements are controlled by either set of rings. The motors which control the machine may be operated from within by the pupil or from the outside by the instructor. The prospective pilot seats himself in the boat while the instructor sits, with his hand on the control, alongside the machine. The instructor can put his pupil thru all the motions of a machine in the air by operating the controls, which are connected to the machine by means of wire batteries. After several demonstrations of looping-the-loop, dipping, gliding and volplaning, the pupil is permitted to operate the machine by the controls in the boat. The test is even more severe than that of actual flying. If the neophyte has anything the matter with his heart, nerves or stomach, which will disqualify him for flying, the orientator will bring the fact out at once. This new mechanical device is to be introduced into the course of training at the various flying fields, and will completely revolutionize the war-time system of training aviators. The Ruggles machine fills the gap between the ground school and actual flying, thus giving the cadet the "feel of the ship" on the ground before going into the air. Army officers say that the number of casualties among cadets in training is certain to be greatly reduced by the use of the machine, as will the subsequent destruction of equipment. The orientator will not teach a man actually to fly, but it will undoubtedly be of great assistance to the embryo flyer by developing his senses for flying. It will also make the task of his instructor easier and less dangerous. Records show that some of the best pilots in the air service have been killed while instructing. In most cases the crashes were not due to defects in the planes. The most plausible theory in most cases is that the cadet "froze the controls", as they say in the army—that is, lost his head and failed to manipulate the controls as his instructor told him, thus sacrificing the lives of both of them. When a prospective flyer has gone thru all the motions of controlling

a few hundred times in the ground machine, any tendency he may have to freeze the controls is pretty sure to be eliminated. The old method of testing the adaptability of a man to flying, by wiring him in a revolving chair ten or more times, is entirely obviated by this scientific method of finding out whether or no a man is fitted to become a pilot. Owing to the urgent demand for pilots during the war, it was then almost impossible to give much attention to the improvement of the method of training aviators. But now that peace has come, the aeronautic division of the War department is concentrating on the development of better methods in this all-important military branch. The adoption of the Ruggles machine is the first step in that direction. "The training of the aviator is in its infancy," declared Major F. J. Martel, one of the enthusiastic supporters of the new method, and a former flier in the British Royal Air Force. "We have not been training enough pilots to evolve a sufficiently perfect way of putting a man in the air and knowing that he will conduct himself as he should under all emergencies. What pilots we have trained—more than 8,000—were trained during an urgent demand, and our perspective of training was kept out of focus. There has been practically no concentration on the problem, and what practical systems were evolved, were the work of instructors on the field, whose one concern was the turning out of pilots in numbers. "Now that the demand for the pilots has been reduced to the minimum, it is time to survey the subject of training with the idea of launching a system by which an aviator may be trained, not only safely from a practical standpoint, but scientifically as well. The time has passed when we can allow cadets to take a few hours ground instructions, a few hours dual instructions, and then turn him loose in the air. "The pupil, under the old system, at no time during his ground school instruction actually used aeroplane controls, nor did he experience the effect of flying had on his natural, upright position. Experience is not transferable. A pupil could be told a thousand times how to handle the controls in a plane, and yet he completely confused the minute he was seated in one and actually controlling. The pupil is taken from a ground school and suddenly placed in an aeroplane and asked to fly. He is few hours dual instructions, and then tentative manner at a time when his mind and senses are practically paralyzed with apprehension and the mental effort to adjust himself to an absolutely foreign environment. "Nature did not intend that a man should fly, nor that man in his present development should have to think and act with perfect co-ordination when suddenly suspended head down. It takes time to learn perfect self-control under artificial conditions, and a cadet cannot be expected to become adjusted to these things on his first 'hop', if he has never had the sensations before going up. This is where the Ruggles orientator helps the pupil, and prepares him for his starting work. One hour in the orientator gives the pupil as much practice as he would probably get in twenty hours flying. This is a great saving of time and a tremendous saving of equipment. This new device seems to be the logical progressive step from theory to actual flying."

U. S. MISSIONARIES HELD BY JAPANESE



Dr. Alfred Irving Ludlow, above, and Dr. Oliver R. Avison.

Cleveland, O., April 21.—(Special)—Rev. Dr. Alfred Irving Ludlow, one of four American medical missionaries arrested by Japanese officials at Seoul, Korea, in connection with the Korean uprising, is a brother of Rev. Arthur C. Ludlow, pastor of Miles Avenue Presbyterian church and was born in Cleveland 43 years ago. Dr. O. R. Avison, another of the missionaries arrested, educated his five sons in Cleveland schools. Two of them, Martin, 20, and Raymond, 21, are about to resume their studies at Western Reserve university. They have just returned from France with the 37th division. Dr. Ludlow, brother of the missionary in Korea, says his brother had just returned from Omsk, Siberia, and could not have been connected with any movement to stir up the Koreans. His arrest, Dr. Ludlow said, could have resulted only from the refusal of Severance hospital authorities to permit Japanese officials to remove patients from the hospital. It is believed that this is the cause of the arrest of the other three missionaries also. The other two men named in the dispatches are Dr. John Thomas and J. W. Hirsch.

TRAVELETTE

By NIKSAH

BISKRA.

Biskra has the air of a head waiter in a large hotel. It exists to serve the traveler, and its services vary in deference and value in proportion to the tip, which by the way is bargained for and paid in advance. The little Barbary coast town serves the tourist faithfully, and its reward is in keeping with its ambition. It is acquiring the much desired gold, but it has already lost its own individuality and native charm. Its charms today are so artificial that the drab, commonplace reality that lies just below the surface is scarcely hidden by the pageant produced for the foreigner's benefit. The Moorish coffee houses with Arab customers and Turkish atmosphere seem like set scenes in a stage production, while the far famed dancing girls obviously exhibit their skill for the pleasure of the foreigners alone. Without the foreign visitor, Biskra would be an ordinary oasis town on the edge of the desert. However, the town seems to have its tourist trade well in hand. Since Robert Hichens' "Garden of Allah" was written with Biskra as background, many people have come to visit the scene of the story. Others come on doctors' orders, for the climate is said to be beneficial to rheumatism and other diseases. The town has made itself as attractive as possible to these, and so others come merely to see the sights which are widely advertised. Biskra will do anything to please the visitor, and the oriental mind has in this instance understood the tourist temperament perfectly. Biskra plays its game with remarkable success.

Ex-Soldier Passed Bad Checks; Sentenced to Three Year Term

Spokane, April 24.—Paul H. Handsdrough, said by federal authorities to have been dishonorably discharged from the United States army after a court-martial at Fort Bliss, Texas, last September, has been sentenced to serve three years at McNeil's island federal penitentiary by United States District Judge R. H. Rudkin following conviction on a charge of impersonating an officer of the United States forces and passing worthless checks. Handsdrough was said to have been a first lieutenant in the 17th cavalry. He was dishonorably discharged for passing worthless checks and for being absent without leave. It is alleged that he passed bad checks in San Antonio, El Paso and Granger, Texas; Nashville, Tennessee; Virginia City, Minnesota; Havre, Montana; Bonner's Ferry, Idaho, and Spokane. A second handle on the bottom of a new fire pail operates a series of levers to lift a spring controlled lid when the pail is tilted.

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Questions and Answers

- Q.—What is a palindrome? G. W. W. A.—A palindrome is a word, phrase or clause that reads the same from right to left as from left to right. There are very few in the English language, the best known being: "Madam I'm Adam" "Ewd did I live & evil I did dwell" Q.—To whom should a discharged soldier address an inquiry about baggage lost in France? G. E. M. A.—Lost baggage from overseas is shipped to the Port of Embarkation, Hoboken, N. J. It is held there by the Lost Baggage Section until restored to the owners. Any person interested in the recovery of baggage belonging to a former member of the A. E. F. should communicate the facts to the Baggage Officer, Port of Embarkation, Hoboken, N. J. Q.—Who are justices of the supreme court? E. D. J. A.—Chief Justice, Edward D. White; Associate Justices, Joseph McKenna, Oliver W. Holmes, William R. Day, John H. Clark, Willis Van Devanter, Mahlon Pitney, James McReynolds and Louis Brandeis. Q.—Which were the transports of the U. S. Navy which carried the first U. S. troops to France in June 1917? G. E. N. A.—The following groups of vessels were the first transports to carry our troops to France on June 14, 1917: Group 1, The U. S. S. Tennessee, U. S. S. Saratoga, U. S. S. Havana, U. S. S. Pastores, Group 2, The U. S. S. Momus, U. S. S. Antilles, U. S. S. Leape, Group 3, The U. S. S. Mallory, U. S. S. Finland, U. S. S. San Jacinto, Group 4, The U. S. S. Montanan, U. S. S. Dakota, U. S. S. Occidente, U. S. S. Luckenbach. Q.—What is the government recipe for whitewash? C. E. C. A.—That issued by the Bureau of Lighthouses is as follows: Slake half a bushel of unslaked lime with boiling water, strain it and add a peck of salt, dissolved in warm water; three pounds of ground rice put in boiling water and boiled to a thin paste; half a pound of powdered Spanish whiting and a pound of clear glue, dissolved in warm water; mix these well together and let the mixture stand for several days. Keep in a kettle; put it on as hot as possible.

AIR FALL KILLS RADIO MAN.

Wichita Falls, Tex., April 24.—Lieutenant Ralph G. Koozts, radio officer at Post field, Lawton, Okla., fell to his death at Call field late Tuesday. The body will be sent to Newark, Ohio, his former home.

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