

# Little Falls Herald.

HERALD PRINTING COMPANY

PETER J. VASALY, Mng. Editor

THE HERALD is published every Friday at 108 Kildar St., Herald Building.

ESTABLISHED 1849

Entered as Second Class Mail Matter.

SUBSCRIPTION RATES

One Year, within state, \$2.00

One Year, out of state, \$2.50

One Year, Canada, \$3.00

Subscribers ordering addresses of their paper changed must always give their former as well as their present address.

All papers are continued unless an explicit order is received for discontinuance and until all arrearages are paid.

The date to which a subscription is paid is printed after the address.

FRIDAY, JULY 21, 1922.

Are you preparing your exhibits for the county fair? Make it a big one of fine quality.

The Northern Minnesota Editorial association will have its outing this year at the Itasca state park August 10-11-12.

The administration candidates got another bump in the Nebraska primaries this week. Ought to lead a few besides those in Minnesota for the democrats to retire this fall.

With the discontinuance of the Farm Bureau office a couple months this summer, a regrettable action, it is to be hoped that something is done to carry on the work for an exhibit at the state fair this year. With two successive wins to those who credit success this year would mean permanent ownership of the silver cup.

The method used in the school election, in which L. E. Richard, the oldest and a valuable member of the board, who filed as a regular candidate, was defeated by a "silent" vote, does not meet with the approval of a large majority of the people of the community, if expression is heard from all manner of persons is any criterion. Only 147 out of a possible 2,000 votes were cast, the people generally believing there was no opposition to the regularly filed ticket. Mr. Rethmeier, the victor, having been approached before the time of the close of filing, stated that he had refused at that time to run and that he told his callers that he would not qualify if elected. He said he knew nothing of the "silent" vote that was instrumental in his election, or did he approve of the method used. While the manner of campaign, in itself, is not to be condoned, it is the slant given to the basis for opposition, whether in fact or not, that is most harmful to the well-being of the community. We do not know what was in the minds of the movers of the opposition, nor positively of whom it was made up, which, of course, does not take in all those who voted against the sitting member, as they may have given no particular thought as to why some wished to "put it over."

It is sufficient to say, however, that the present situation had better not have been created. Mr. Rethmeier, who has always appeared to us as an estimable citizen, has under consideration what he believes is his duty as between his supporters and the community as a whole and on this decision rests whether he will qualify as a member of the board.

## UNCLE DUDLEY'S COLUMN

At the Brink

There comes a time in the life of every man when he pauses upon the brink.

He is face to face with the crucial moment of his career, when another step forward may mean riches, yet wealth that is stained by the odium of deliberate and intentional wrong.

If he takes the forward step his fate is sealed. He may repent of his act and make restitution, but the memory can not be eradicated from the minds of his generation.

If he retraces his steps and sets a different course he may not achieve the riches that are all but within his grasp. But he retains honor, which wealth can not buy; respect, which integrity alone will command; and contentment, which is the heritage of a clear conscience.

The friend of today whom you admire and welcome to your home did not respond to the stained blanchiments of a glittering future. He chose the path of honor.

The man whom you shun, the one to whom your door is ever closed, took the forward step.

Time and repentance may cleanse his soul, but an eternity can not clear his name.

It is worth while watching the performances of young men who have completed their education and are just starting on their business careers.

You will note that some go quietly to work, continue faithfully at their tasks, and are often surprised when it is time to knock off for the day.

Others don't start until the last stroke of the clock and quit at the first. One class of these youngsters will get along in the world and rise as they go.

The others will never set the world afire. They won't even create a smudge.

In union there is strength, until the judge severs the knot.

Our sins find us out, but they don't always squeal.

For a profitable vacation at low cost, spend it in your garden.

Education enables us to realize the things we don't know.

A young man never goes crazy when he is in love. He only gets dippy.

Keep moving. You can't expect the world to lag behind with you.

It is possible, though, that some people have to keep their good resolutions because nobody else wants them.

The smallest rung of the ladder is always at the top. There are not so many to occupy it.

You can't make an efficiency reputation by watching the other fellow do it.

No, don't tell us your opinion of yourself. We don't print rough stuff.

Now is the time to do the things you should have done yesterday, but it makes double work today.

School teachers are continually a lap ahead of their times. They are

teaching children many of the things they should learn at home.

Young people should never make light of gray hairs. The aged have wisdom the follies of youth.

Wedding bells ring merrily, but the siren of the divorce court is the one that makes the big noise.

Radium has been materially reduced in price, it now being possible to look at it through a glass case at \$100 a squint.

Be an expert at one thing and the world will forgive you for what you don't know about the rest.

If people who fall in love at first sight would refrain from taking the second look there would be less divorces in the world.

Dollars alone do not constitute riches, although the people make them the first object in life.

Wealth never brings satisfaction. A fellow always wants more.

Never start a battle about another person. Some may confuse the names and hang it onto you.

## THE SHIP SUBSIDY BILL

(By Wallace Bassford)

Washington, D. C., July 18.—President Harding has gone to the country to sound sentiment on the pending Ship Subsidy Bill. Unfortunately, he will not tell certain facts about the effect of this bill—he is so intensely for the measure that he will sing its praises, with none present to state to the audience the following truth, which the people are entitled to know.

The bill proposes to turn over to the shipping trust \$3,000,000,000 worth of fine steel ships built by the Government, the most modern fleet in the world, most of them oil-burners. The people of the United States own these ships. The bill proposes to sell them to this group of capitalists for \$200,000,000, or one-fiftieth of their cost.

The bill also proposes to lend these men \$125,000,000 to recondition the ships. If they had been properly cared for during the Harding administration this would not be needed.

The bill provides for the payment of a subsidy of \$750,000,000 to the capitalists in the next ten years for using this great grab of ships for their own private gain. During three recent years the Atlantic Gulf and West Indies Steamship Company made a clear profit of 100 per cent on its shipping business without a subsidy; the published reports of the company show this, and it is merely used here as an example because it is one of the largest of American companies. During the war some ships earned their entire cost in one trip. There is no reason why any of them should fail to be self-supporting at any time.

This subsidy will be paid even to the ships of the Standard Oil Company and the Steel Corporation for transporting their own products in their own ships for their own profit. Is it any wonder they are all for Harding? And the passage of this bill greatly increases the list of calling places for the campaign fund collectors of the Republican party when Mr. Harding comes up for reelection. Is it any wonder, therefore, that Warren is for the bill? Under this bill the army and navy transports will be abolished—sold for junk at a great loss—and the business turned over to the trust, when we already have the ships, built and paid for—not only the transports, but the merchant fleet—in our own possession. Is there a business man in the country who would make such a deal?

The bill does not require any reports to be made to Congress on the accounting of the earnings of these ships. Thus the people will never know how badly the Republican party sold them out.

The bill exempts the shipping trust from the payment of all Federal taxes, providing the amount is set aside for the building of new ships—and all the time the party is claiming that too many ships are already built for the business being done—under a Republican administration.

The bill makes no provision for regulation of rates on the water and creates a gigantic combination which can make rates as high as it chooses and leave the shippers helpless. Whether they will make the rates high can be determined by harking back to the open robbery of the war rates.

In the committee hearings practical steamship men admitted that the wages of our seamen do not hurt the American steamship in competition with European vessels. Their testimony showed that the difference in these wages does not exceed two cents. John C. Seeger, Jr., vice-president of the Seeger Steamship Company, admitted in the hearings that there is no reason why American ships cannot compete with the world under present conditions; his and other companies are doing it. The only difficulty he saw was that some of the American companies paid very large salaries to unnecessary executives, some of them as high as \$100,000 per year, greater than that of President Harding.

The bill provides for the shipping board to make subsidy contracts with the shipping trust covering periods of ten years—this to prevent an effective repeal of the law, for its repeal by a new Congress would not stop the robbery of the people's treasury. The bill even fixes it so that this fund is not dependent on each Congress appropriating the money annually, as it done for all other expenses of the Government.

The bill confers on the Shipping Board the most enormous and unrestricted powers in regard to selling ships, making loans and subsidy contracts and in handling enormous sums of money. The present members of the board are rushing about the country making speeches in favor of the bill at government expense.

The bill provides more money in the form of subsidies, by fifty per cent, than the total amount paid in subsidies, bounties and ocean mail pay by all of the other countries of the world put together.

President Harding goes to the country on this measure and says he is ready to stand or fall with it. It seems certain that any citizen who considers these facts, taken from the minority report on the bill, will agree that the president who would support such a deal deserves to fall with the bill he advocates. The minority report was signed by Judge Davis of Tennessee, Rufus Hardy of Texas, William E. Baughman of Alabama, Stanley O. Bland of Virginia, and Clay Stone Briggs of Texas, and is a masterly and patriotic effort to defeat the worst deal ever attempted in the history of the following.

## PRIMARY VERSUS CONVENTION

Fergus Falls, Minn.—About every so often, a vigorous attempt is made by standpaters and ultra-conservatives to discredit and destroy the primary system of nomination. The voters are told it is too expensive and cumbersome, and that better men are chosen by conventions than by primaries.

Undoubtedly the primary system has defects, but so also has the convention system, and at the time the primary system was generally adopted the defects of the convention system were so glaring that the people felt that almost any kind of makeshift nomination system would be better than the unregulated party convention, which permitted the worst kind of hidden politics and boss control.

The primary system of nomination is the fairest and most democratic system that can be devised. A return to the convention system would be a return to boss-controlled nominations. It is true, of course, that where the political leaders or bosses are actuated by patriotic motives very able men will be selected by a convention. But in too many cases political leaders and bosses are controlled by selfish motives and the kind of men nominated are not the kind who will have the best interests of the whole state at heart. They will be chosen in many cases to serve large special interests, and the rights and welfare of the people will be disregarded.

The chief criticisms which can be leveled against the primary system are its cost and the fact that many people do not vote. In regard to the cost—this is a matter which can be regulated by law. The cost of the system, moreover, is not of necessity large. For instance, Col. Brookhart, the successful Republican candidate for the nomination for United States senator in Iowa, spent very little money on his campaign.

A return to the convention system would not get away from the wrong or excessive use of money to secure nominations. In the old days, money flowed freely at many of the conventions and the numerous scandals which finally discredited the convention system, proved the fact that large amounts of money were frequently used to influence nominations. Furthermore it is much harder to influence a whole electorate by the use of money than it is to influence a few politicians in a convention, most of the important transactions of which take place in some small committee room, where a half-dozen or so of the powerful political leaders settle matters among themselves.

The small number of voters who cast ballots at a primary election is also one of the things criticized about the primary. That, however, is a matter of education of the individual voter as to the importance of the primary; and it is also true that even a poor primary vote is much more representative of public opinion than a convention vote, in which only influential political figures count.

The primary system is still in its development; it has not had a fair trial yet, and it would be a reversion to machine politics and boss control to return to the convention system. The primary is at least fair and democratic in principle; the old convention system was neither fair nor democratic.

## SIX COWS GIVE QUART OF MILK A DAY FOR 170 BABIES

The improvement of dairy cows means a great deal more than increased profits to the dairyman. It means cheaper food and more milk, the best home and muscle maker for children.

What this improvement means is brought out forcefully by a poster prepared by the United States Department of Agriculture and sent free to interested persons.

An ordinary cow or scrub produces only enough milk to feed 5 children a quart a day, while a good cow yields enough to give 20 children a quart a day. The scrub cow, and there are more and more of them in this class each year, gives a rough milk so that a small herd of them might supply this quantity to all the small children in a small town.

On its farm at Beltsville, Md., the department has six cows, the result of its breeding work, that have produced an average of more than 22,000 pounds of milk in 365 days. This little herd of six big producers yields enough milk to provide 170 children with a quart a day. One of them could supply nearly 30 children, or six times as many as an ordinary cow could take care of.

Good breeding, first and good feeding, second, have made the difference.

## ITEMS OF INTEREST

(Dearnboro Independent)

A piano tuner at Wabash, Indiana, tuned a piano at South Bend, Indiana, 65 miles away, by telephone. The customer was told by the tuner how to change the tension as each note was sounded into the telephone.

A footpad arrested in Buenos Aires must travel over a "Via Dolorosa" of 46 stations. This is done to give the police of all sections an opportunity of making the man's acquaintance. The prisoner is photographed, fingerprinted and a careful biographical sketch made in addition to being placed "on view" at each station 12 hours.

Eighty-eight per cent of all the automobiles in the world are in the United States and Canada.

A 500-foot bridge across the Willamette river at Oregon City, Ore., was built in 13 hours. Every part was built to the exact size and laid out on the river bank before any assembling was attempted.

A Delaware man has invented a trouser creaser of such efficiency that a customer can have the operation performed without taking the trouble to divest himself of his trousers. A modification of the device creases the arm of a coat, making it possible for a man to have his entire suit pressed on him.

Only 36 per cent of the homes in America are electrically wired.

A scientist of the Smithsonian Institution has perfected a cooker to use the heat of the sun as fuel. The apparatus consists of a parabolic cylindrical mirror with polished aluminum surface which focuses the rays of the sun on a tube filled with mineral oil which in turn communicates with an iron reservoir in which are two baking ovens. The heated oil circulating produces a very high temperature in the ovens and it is possible to cook meat, vegetables, bread and other foodstuffs.

A fortune in German marks has now reached a definite value. It is good for one smoke.

## PLANS NEW MOVE IN MINE STRIKE

President to Issue Order to Governors of Coal-Producing States.

Washington — President Harding will issue a communication to the governors of the states outlining the federal policy in the coal and rail strike situations. In the meantime, no statement concerning the government's attitude will be made public, it was said at the White House.

The message will be directed particularly to the chief executives of the coal producing states where the government considers the complications in the coal and rail matters have become most serious.

President Harding was represented as feeling that the refusal of the bituminous coal miners and a minority of the operators to accept arbitration left the administration no alternative but to tell the operators to go home and start producing coal as he did in receiving the operators' response.

Operators who remained in Washington canvassed the situation carefully to determine what were the prospects for resuming coal production. Managers of coal mines in Pennsylvania and Southern Ohio said they held strong hopes of successfully opening part of their mining area.

## FREIGHTERS ARE TIED UP

Fuel Shortage Threatens Complete Interruption of Shipping.

Detroit, Mich.—The coal shortage is beginning to be felt here by lake shipping, according to William Livingstone, president of the Lake Carriers' association, who declared that immediate betterment of the strike would be necessary to avert an almost complete tie-up of lake vessels.

Through the action of the Interstate Commerce Commission 1,200 cars of coal have been ordered here, part of it to be delivered to vessels having mail carrying contracts.

Milwaukee coal shortage is so acute that freight steamers without regular schedules, are no longer able to obtain coal, according to Walter Fitzgerald, local marine insurance agent.

A comprehensive canvass of the docking companies failed to produce sufficient coal to fill the bunkers of the G. J. Grammer, Cleveland of the Valley Steamship line, when the owners telegraphed Mr. Fitzgerald, local agent, for a supply of fuel coal.

Grammer's bunkers carry 200 tons, but even this amount was not available.

## WOULDN'T TAKE ANY CHANCES

Sioux City Mayor Prevents Unloading Non-Union Shipmen.

Sioux City, Iowa.—The Chicago, St. Paul, Minneapolis & Omaha line's passenger train due here from Minneapolis bearing non-union shipmen, was stopped by Mayor W. M. Short, Public Safety Commissioner T. L. Taggart and a squad of policemen and ordered to proceed to the station without stopping at the Omaha shops to unload them.

The mayor said he took this action because he feared to allow the men to enter the shops, several hundred striking shipmen having congregated in the shop districts, apparently awaiting their arrival. There was no violence. The non-union men were taken to strike headquarters.

L. C. Kammer, chairman of the publicity committee announced later that the men were on their way to the harvest fields.

Railroad officials, however, said that the men had been hired to work in the shops.

## THOUSAND MEN TO QUIT JOBS

Shopmen Stand Firm—Majority of Applicants Inexpelled.

Minneapolis — Forces of striking railroad shopmen in the Twin Cities were augmented by nearly 1,000 stationary firemen and oilers who joined the strike of the federated shop crafts, according to R. A. Henning, head of the shop crafts for the Northwest.

The strike of the new group, Mr. Henning said, was in sympathy with the shop crafts strike. Albert Brown, chairman of the stationary firemen and oilers' union, conferred with Mr. Henning and plans were discussed for the support of the shop crafts strike by the stationary firemen and oilers.

Northwest railroads, having failed to establish a separate peace with striking shopmen, set about to replace the strikers with new help and resigned to the task of keeping operations moving as best they could pending the settlement of the shop crafts strike nationally.

## Drank Ammonia.

Minneapolis—Alvin King, 13 years old, walked in his sleep and drank ammonia. Physicians say his recovery is doubtful.

## Jury Indicts Ten.

Washington—An indictment against 10 persons, charging conspiracy to defraud the United States out of more than one million dollars in connection with the disposition of government lumber following the war was returned by the special federal grand jury.

## Chicago Ill.—For years John Durbin of Thief River Falls, Minn., made his home and his living on the Great Lakes. When he died at the age of 37 he left a wish that his ashes be scattered over Lake Michigan.

W. F. Little and family have moved from 202 Third avenue southeast to their new home on Highland avenue.

Mrs. Bernhard Petersen and sons, Maynard and Gordon, left for their home at Tower City, N. D., after a week's visit with Mrs. Petersen's parents, Mr. and Mrs. A. F. Peter of Darling.

## FOURTH SPRAY NOW DUE FOR APPLES WEST

R. S. Mackintosh, specialist in horticulture for the agricultural extension division of the university, sends out notice that the fourth spray to assist

## HARDING ORDERS MINES OPENED

Action Follows Offer to Producers to Turn Properties Over to U. S. for Federal Control.

Washington—Bituminous coal miners were "invited" by President Harding at the White House "to return to your mine properties and resume operations" after they had replied to the President's tender of arbitration for settling the national coal strike with a collective offer to put their properties and their services at the disposal of the government "in this crisis."

Speaking as chairman of the group of operators after the White House conference Alfred M. Ogle said the employers would make the attempt to resume operations.

Meanwhile the miners' union, through an adjournment sine die of its controlling policy committee, made certain its refusal to accept the President's arbitration proposal and many of its officials immediately left Washington.

The bituminous operators were likewise not a unit in accepting the government arbitration proposals, but the President said that "a large majority" of them, by unqualified acceptance, had given him occasion to "express my own and the public's gratitude."

There were intimations in official circles that all the implications of the decision to ask the mines be opened had been fully considered by the government and that there was a possibility that the protection of troops and the American flag would be furnished in districts where men were willing to work, falling sufficient local safeguarding.

Employers generally held the view that some coal production would result in union fields in Pennsylvania and Ohio, if nowhere else, even though executives of the non-union mines south of the Ohio river reported that the output was being cut sharply through lack of transportation, due to the railroad strike.

## ONE BIG UNION PLAN CARRIES

Minnesota Federation of Labor Ignorance Advice of Veteran Leader.

Crookston, Minn.—Samuel Gompers' winning fight against the Foster amalgamation scheme which is admitted to be the first step toward the "One Big Union" was checked here, when the Minnesota State Federation of Labor adopted the principle of the plan without a roll call.

The defeat of the forces opposed to the Foster organization of insurgents within the American Federation of Labor came suddenly. The expected debate for which half a day had been set aside was cut off by the introduction of a substitute resolution by William Mahoney, president of the St. Paul Trades and Labor assembly. This substitute, while it makes a less arbitrary demand for the Foster scheme, nevertheless, approves the radical change in the organization of the labor movement.

The original resolution, introduced by Carpenters' Local No. 7 of Minneapolis, called upon the American Federation of Labor to put the change into effect at once.

## RAIL CLERKS VOTE ON STRIKE

Laobr Leaders Refuse to Name Roads on Which Ballotting Is in Progress.

Cincinnati — Approximately 200,000 railroad clerks, freight handlers and station and express men are either taking a strike vote, or are expected to take one, according to information at headquarters of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Station and Express Men here.

Officials refused to name the roads where the strike vote now is in progress. Grand President E. H. Fitzgerald stated, however, that wherever the majority vote a strike he would grant sanction to walk out.

No statement would be made at the clerks' headquarters as to whether or not strike sanction has been given clerks and station men on the Chicago & North Western railroad. A grand officer will go to Chicago to confer with officials of the union.

Pending this conference, it was understood, strike sanction would be withheld until a report had reached headquarters here.

The Big Four Railroad company announced that farming out of all contracts for the handling of freight in freight houses would be discontinued as soon as it legally can be done, which will be on or before September 1.

## Despairs of Winning U. S. Bride.

Sofia, Bulgaria—Despairing of finding an American wife for King Boris, Premier Stamboulieff is understood to have asked David Lloyd George to suggest a suitable English mate for the lonely monarch.

## Friend Wins Wife.

Chicago—Howard Meyers, participant in the 1914 Olympic games at Stockholm, who committed suicide by drinking poison in a loop drugstore killed himself because his wife ran away with his friend.

## Train Turns Turtle.

Savannah, Ga.—Five coaches on the Seaboard Airline Train No. 3 turned turtle near Cox, Ga. A Negro dining car cook was killed and several passengers injured.

In controlling the apple maggot should be applied about July 20.

As the adult flies do not all appear at the same time, it is necessary to keep the foliage covered with poison. Ordinarily it is advisable, says Mr. Mackintosh, to leave a few trees un sprayed in order to check up results, but with the apple maggot it is sufficient to spray all the trees. If there is sufficient amount of lead present, the insects are killed.

Minnesota orchardists are showing a preference for the standard liquid lime-sulphur, says Mr. Mackintosh. "One of our orchardists used the liquid last season while his neighbors used the

## MISS HOPE SUMMERS



Miss Hope Summers, daughter of Representative and Mrs. John W. Summers of Washington state, who has deserted national capital society to take up public speaking at the Washington State university this summer.

## FIGHT OVER SENIORITY

Union Chiefs Forecast Bitter Struggle As Parley Ends.

Minneapolis — Negotiations which had reached a stage indicating that the shopmen's strike in the Northwest would end were broken off when R. A. Henning, representing the men, announced that his district would remain in the fight until a national agreement had been reached.

Conferences which began July 6, one week after the men left the shops, failed of their object because of one point. That was the reported refusal of Eastern roads to restore seniority rights to striking shopmen in the event that they returned to work.

It was stated at strike headquarters that all other differences could be settled across a table with the individual roads, but the ultimatum in the East against restoring seniority was the rock upon which the Northwest peace plan was wrecked. Strike leaders declared that the failure of an agreement under this plan meant a bitter fight.

Little hope was held out at strike headquarters that the negotiations could be reopened with any expectation of an agreement.

Following the refusal of the strike leaders to accept the terms of the settlement, two more Twin City roads, the Great Northern and the Northern Pacific, issued ultimatums fixing dates when the men must return to work without forfeiting seniority and pension rights.

## TO TAKE OVER BARGE LINES

St. Louis to Twin City Fleet Planned as Goltra Breaks Contract.

Washington—The federal government is expected to undertake immediate operation of its own fleet on the upper Mississippi from St. Louis to the Twin Cities, as a result of developments in the negotiations with Col. Edwin F. Goltra if St. Louis.

The War department informed Colonel Goltra that he must complete contracts for 15 barges and four towboats for use on the Mississippi or that the government would undertake to operate the line. Advances from St. Louis were that Colonel Goltra would ignore the ultimatum.

The government plans to put eight barges and two tow boats into operation at once. At first, it is intended to operate the line as far north as Davenport, Iowa, and later to extend it to the Twin Cities.

## \$220,000 DAIRY PLANT AT 'U'

Will Replace Outgrown Structure Housing Department.

Minneapolis—Plans for a new \$220,000 dairy building at the University farm will be rapidly completed and work started at an early date following the authorization of the project by the Board of Regents of the University of Minnesota.

A new era in dairy work at the farm school is expected to follow replacing of the present structure, used since 1891. All phases of dairy research and experimental work will be given a place in it. Dr. C. H. Eckles, chief of the division of dairy husbandry at the school, announced.

A structure similar to the engineering building is desired to give the development of dairy work an impetus, he said. The old building has proven inadequate to this growing branch of the school.

## Train Fired On.