

## SOUTH BEND NEWS-TIMES

Morning—Evening—Sunday

J. M. STEPHENSON, Publisher

Member:

Associated Press—United Press—International News Service—American Newspaper Publishers Association—Audit Bureau of Circulation—Newspaper Enterprise Association

MORNING EDITION  
The Associated Press is exclusively entitled to the use for reproduction in the news departments of all American newspapers of the news and editorial content of this paper, and also the local news published herein.EVENING EDITION  
United Press—International News Service.

Phone: Main 2100—2101—2102. (Branch Exchange)

Carrier Service  
Monday and Sunday, per week . . . . . 20 Cents  
Monday and Sunday, per week . . . . . 20 Cents  
By Mail . . . . . 20 CentsMonday and Sunday, on rural routes, one year . . . . . \$5.00  
All others by mail . . . . . \$7.50  
Entered at South Bend Post Office as Second Class Mail.

JULY 19, 1922

## A SUGGESTED TEST.

In the selection of a temporary occupant for the local bench, let it be hoped that Governor McCray will not be led astray by political considerations. That the successor should come from the Republican party, is in conformity to every custom of politics and of our present system of selecting officers. That is a foregone conclusion.

But in the selection of a judge, it may be permitted to remind the governor that one of the very important duties of the incumbent is that of hearing cases dealing with violation of law and especially of the liquor laws.

It might be well for the governor to go carefully into the matter of endorsements along this line and in that connection the offenders have given some very good testimonials of character.

If the governor will examine the records of the city courts he will discover that all of those who are mentioned in this connection have filled that position at times. Possibly by merely checking up the judge who was most feared by the lawless element and to whom they objected most strongly, the governor can find his cue to the right man for the place. The man hated by the bootlegger ought to satisfy the law abiding.

Under that test Len J. Oare is not to be passed by lightly.

## A LIVING WAGE.

Out of the present strife and chaos in industry may come an effort to definitely determine, as a matter of law, what constitutes a "living wage."

Such is the announcement of Senator Cummins, author of the railway bill under which the first test is produced a strike that threatens to spread and cause only trouble.

Working men will be interested in this proposal. That puts the pay envelope into politics directly and definitely, for if a precedent be established by the passage of such a law, the bill can be amended from time to time to fit the political necessities of the hour.

It is taken for granted, of course, that Congress will attempt no such futile endeavor as to fix a definite sum as the least wage to be paid to any worker.

That would get no place at all, for no matter how high or how low the figure is set, three months would enable those who wished to evade it to devise a scheme for either lowering or raising the value of the dollar to suit their purposes.

In the early beginnings of industry in this country a dollar a day was a wage to be considered with respect. That dollar would pay the rent, buy the food and clothes, provide a few simple amusements of the day and leave a little left over at the end of the year.

Today the value of the dollar is such as to make it beneath the notice of any office boy who consents to take a job.

What ought to be the standard, if the law is to fix standards, by which the value of labor is to be measured?

A comfortable home must be taken for granted. Sufficient food for a family of average size is axiomatic. Clothing for comfort would be written into the standard, of course. Beyond that there would begin to creep in differences of opinion as to what a living wage really is.

There are such things as insurance, doctors' bills, amusement, the education of children to be considered.

There is also the basic fact that the standards of life differ in different parts of the nation and that any effort to change standards of life brings protest. Witness the lengths to which certain new citizens, accustomed from birth to the use of wines, go in their efforts to circumvent the Volstead act.

What will be the standard made by Congressmen who are hunting votes to hold their own jobs?

It may be beside the mark to suggest that this newest suggestion is the logical outcome of the theory of government espoused by the party in power.

That party has stood for a widening and broadening of federal powers to the exclusion of state and local governments.

In a dozen years, under this policy of bureaus and government direction, the number of inspectors employed by the government has increased from 200 to 42,000. This is indicative of the new powers taken over by the government, more significant and important than the fact that this vast army of federal agents adds enormously to the tax bills.

Carried to its logical conclusion the policy of governmental control must be socialism in action, whether it be by that name or not.

The precedent for establishing fair returns to labor is found in the law which limits the fair returns of profits on public utilities—for no one will dare to suggest that labor, in one aspect, is not the greatest of all utilities.

It took a great crisis to produce the suggestion, but the present situation in the industrial world is more fraught with possibilities than has been any former clash between labor and capital.

A legal standard of living and of earning is very far removed from the theory of individualism and of competition. It is paternalism carried to its logical end. It may be necessary, but before it is attempted workers and employers should at least hesitate long enough to ask where it leads to.

## AMERICAN STANDARDS.

Before Congress gets its mind turned to the standard of a living wage, it might be well to direct their attention to what the present system is doing for those who labor.

In the month of June the output of all automobile factories of this country was 271,000 cars.

Outside of the United States, in which 10,500,000 autos are owned, there are but 3,000,000 autos in the entire world.

In these three millions are included all the cars made in the past twenty years and still capable of use.

Multiply the output for June by twelve months and this country would produce in a single year

more automobiles than are in use in other lands and nations.

The number owned in America is one for every ten men, women and children, or two for every five average families of this country.

That means that a living wage for a very large portion of the men and women who work for wages has been lifted to a standard that includes automobiles, for the man or woman who becomes accustomed to this modern convenience seldom gives it up and under a system that places no maximum limit upon earnings, they generally get a new one to replace the one worn out.

This bit of auto statistics might also suggest that the average of prosperity in this country is considerably higher than in any other country on earth.

Divide the three millions of autos among civilized lands and they scarce will match the number of the wealthy and the powerful with none for those who actually labor and draw wages.

Try to scatter the ten and a half millions in America and you must include large numbers of wage earners or give the others about four each.

The American standard of life runs level with the progress of science, invention, new means of comfort. The luxury of today is the necessity of tomorrow. There is no thing of material comfort which long remains beyond the reach of any man or woman willing to labor and who does labor.

Congress might bear this fact in mind. It will be important when they fix the standard of living wages.

## BACHELOR GIRLS.

A Pennsylvania preacher on Sunday evening told his congregation it was a shame that the comic papers and the jesters made fun of the bachelor girl, as he saw in the preponderance of women, in numbers, an evidence of divine will that there should always be a large number of unmarried women.

Carried away by enthusiasm for his theme, he said that it is undeniably true that the reason most women do not marry is because they do not have satisfactory offers, and from this he argued that the bachelor girls are the superior women of each age.

That must have been a most consoling evening for any ladies in the audience who have followed the path of single blessedness.

Unfortunately, when he begins to draw contrasts between the married and unmarried women and attempts to grant a superior classification to either, he overlooks some very important facts.

The greatest of these facts is the prevalence of war in every age which has wiped out large numbers of men.

This is a condition that will be remedied soon. The real war upon war began with the granting of suffrage to woman. Out of the candidates for congress this year, there are over a dozen women and these, without reference to partisan affiliations, have united on the single plank that they will back any movement to bring peace perpetually to the world.

That drive for peace, not confined by any means to this nation but having with it the moral force of women of every civilized land, is the protest of woman against the involuntary bachelorhood of woman of any country through lack of opportunity.

It is true that many of the outstanding geniuses among women have been single. Pay your tribute to Francis Willard, Jane Addams, Susan B. Anthony, Clara Barton, Florence Nightingale.

And after you have paid it, remember that the woman who has risen to the highest pinnacles of fame and reverence has done so by transferring to causes their instinct of motherhood.

Go one step farther and ask yourself whether there would be one of these illustrious women who would not have traded her place in history with that of the mother of Lincoln.

And if you get that far, you may also recognize the fact that there is not a mother in the world, no matter where she be, who would trade her own son, bad, indifferent or failure though he be, for any of the most famous sons of history.

The bachelor girl is making her place in the world. It is a fine, enviable and honorable place. But to think that it is especially designed by an all wise Providence for a pedestal above that of mothers of men is burdening that power with a new and unnecessary load.

## READY FOR AIR.

The government has just spent \$200,000 for tires. They will not be used on autos but for airplanes now in use in the mail service.

Since the threat of a tieup of the railways through strikes, you find creeping into the press dispatches the news that many cities are offering landing fields for airplanes in order that the mails will not be interrupted.

If you take the word of Col. J. G. Vincent of Detroit, one of the men who designed the famous Liberty motor, it will soon be common for families to tour the country in large aerial limousines.

He believes that new types will be invented, combining speed with safety, and that the present generation will come to look on a Sunday trip from this city to the mountains of Colorado with no more excitement than it contemplates today the loading of the flyer with a picnic lunch and starting for Lake Michigan.

Within the next two weeks there will be launched in the east a machine specifically designed to carry mail and express. If it is the success it is expected to be, it will revolutionize schedules for deliveries on perishable matter and, among other things, eliminate several hundreds of millions of dollars now wasted each year on the transfer of clearances between banks.

That is the bright side of civilization, drawing the mind away from strife, hatreds and useless quarrels. Man is inventing new things, new means of eliminating waste, new means of creating wealth.

Look up. It is quite possible that the air will bring the next change in commerce and industry.

A legal standard of living and of earning is very far removed from the theory of individualism and of competition. It is paternalism carried to its logical end. It may be necessary, but before it is attempted workers and employers should at least hesitate long enough to ask where it leads to.

## AMERICAN STANDARDS.

Before Congress gets its mind turned to the standard of a living wage, it might be well to direct their attention to what the present system is doing for those who labor.

In the month of June the output of all automobile factories of this country was 271,000 cars.

Outside of the United States, in which 10,500,000 autos are owned, there are but 3,000,000 autos in the entire world.

In these three millions are included all the cars made in the past twenty years and still capable of use.

Multiply the output for June by twelve months and this country would produce in a single year

## THE SOUTH BEND NEWS-TIMES



## The Tower of Babel

Bill Armstrong



## LIFE'S LITTLE BLUNDERS

John Ellsworth says that "zuve" means getting to a certain place in the quickest possible time. He must have got his inspiration from the speeders out by Sunnyside.

Harry Elmore races in to have Bill Kennedy, the demon golfer, listed as the world's foremost pest. Harry has just discovered that Bill has a tombstone already placed in a nice quiet cemetery in New York state, all beautifully engraved and up and everything.

Old Tank Top says, "A little garlic now and then will keep away the best of men."

Milt Frudenstein tells a story about his janitor at the store. It seems that the janitor was late one morning and Milt strove to find the reason why. The janitor related having motored to Michigan City and return as a means of putting in an enjoyable Sunday. The machine fell apart a couple of times, they got run over by a train, lost their way, and suffered many other tribulations, ending in the janitor and his party getting into town about breakfast time in the morning.

"And aside from that Mr. Frudenstein," related the janitor, "ah had a wonderful trip."

He was peed—there were black spots on his grape fruit. But Lee, the dusky Oliver diplomat, soothed him, "Why boss, dat she must be dem vitamins wat everybody am talking about."

ANSWER TO WHAT'S WRONG WITH THE PICTURE PUZZLE

The driver looks cheerful. Impossibly.

The Literary Digest poll on prohibition teaches us one thing. By the number of dry votes being registered, we feel sure there must have been an awful lot of bootleggers on the Digest's list.

Dave Boswell has got a son he wishes he had named him Prescription because it's so hard to get him filled.

Tom Hynes is very evidently not up on his international law. He mentions the four mile limit. We have always heard it spoken of as the three mile limit.

Ed S. Creole, off Miami, Fla., July 11, '22

DEAR BILL:

This is a great trip but the report that you could get a high one over the four mile limit is the bunk. But I'm not worrying any, because they spell my name right down here.

TOM HYNES

Tom is very evidently not up on his international law. He mentions the four mile limit. We have always heard it spoken of as the three mile limit.

ANSWER TO WHAT'S WRONG WITH THE PICTURE PUZZLE

The driver looks cheerful. Impossibly.

The Literary Digest poll on prohibition teaches us one thing. By the number of dry votes being registered, we feel sure there must have been an awful lot of bootleggers on the Digest's list.

Dave Boswell has got a son he wishes he had named him Prescription because it's so hard to get him filled.

Tom Hynes is very evidently not up on his international law. He mentions the four mile limit. We have always heard it spoken of as the three mile limit.

ANSWER TO WHAT'S WRONG WITH THE PICTURE PUZZLE

The driver looks cheerful. Impossibly.

The Literary Digest poll on prohibition teaches us one thing. By the number of dry votes being registered, we feel sure there must have been an awful lot of bootleggers on the Digest's list.

Dave Boswell has got a son he wishes he had named him Prescription because it's so hard to get him filled.

Tom Hynes is very evidently not up on his international law. He mentions the four mile limit. We have always heard it spoken of as the three mile limit.

ANSWER TO WHAT'S WRONG WITH THE PICTURE PUZZLE

The driver looks cheerful. Impossibly.

The Literary Digest poll on prohibition teaches us one thing. By the number of dry votes being registered, we feel sure there must have been an awful lot of bootleggers on the Digest's list.

Dave Boswell has got a son he wishes he had named him Prescription because it's so hard to get him filled.

Tom Hynes is very evidently not up on his international law. He mentions the four mile limit. We have always heard it spoken of as the three mile limit.

ANSWER TO WHAT'S WRONG WITH THE PICTURE PUZZLE

The driver looks cheerful. Impossibly.

The Literary Digest poll on prohibition teaches us one thing. By the number of dry votes being registered, we feel sure there must have been an awful lot of bootleggers on the Digest's list.

Dave Boswell has got a son he wishes he had named him Prescription because it's so hard to get him filled.

Tom Hynes is very evidently not up on his international law. He mentions the four mile limit. We have always heard it spoken of as the three mile limit.

ANSWER TO WHAT'S WRONG WITH THE PICTURE PUZZLE

The driver looks cheerful. Impossibly.

The Literary Digest poll on prohibition teaches us one thing. By the number of dry votes being registered, we feel sure there must have been an awful lot of bootleggers on the Digest's list.