

## GERMANS STILL WANT TO RULE THE UPPER AIR

Defeated Nation is Making Desperate Effort to Regain Power Lost in War.

(Copyright, 1920, by Cross-Atlantic.) London, Oct. 24.—Germany's bid for air power, indicated by her vast schemes for commercial flying in the near future, are viewed with suspicion like dismay in British flying circles. It is quite possible that German air liners may be seen flying over England on routes to the United States in 1922, says the London Evening Standard.

If feverish German activity can bring about such a result, it will assuredly be accomplished. Until three months after compliance with the terms of the Peace Treaty, by which time certain aircraft are to be handed over to the Allies, Germany is not allowed to build civil aircraft, but in the meantime plans are being laid which amount to a bold bid for air supremacy by England's former enemies.

### To Build Zeppelins

Among these schemes is a definite movement in the United States by the Zeppelin Construction Company for the promotion of a company with a capital of \$15,000,000 to own an airship service between New York and Berlin.

"Would such a service necessarily be via London, or at any rate, England?" an official of the Air Ministry was asked.

"It would," was the reply. "And that fact raises an interesting question. At the present time Germany has not been admitted to the International Air Convention, though, of course, her inclusion is a possibility of the future.

"She could not send airships over this country without the consent of the British government, but the difficulty might be obviated by the craft flying under the American flag.

"In any case, however, it would be advisable—and perhaps necessary—to arrange for a port in England. For that purpose English interests would probably have to be obtained in the venture, while from a commercial point of view a landing place here might be highly desirable.

### Build in Other Lands

Everything seems to point to the fact that German airship construction will have to be carried on in other countries, and that the building must be financed mostly with American capital.

At the same time, from a variety of reasons, chief of which is the rate of exchange, the Germans can build much cheaper than anyone else. Their agencies in the United States, South America, and many parts of Europe, are painting rosy pictures of the type of airship they will be able to deliver when allowed.

"They make a special point of the fact that they are not offering old-fashioned aeroplanes, but that they are specially designed for the country purchasing.

"Though the Germans are naturally engaged in glorifying their commercial air service as much as possible, with the object of retaining as many aircraft as they can under the peace treaty," said the Air Ministry official already quoted, "it cannot be denied that there is a great substratum of truth beneath their claims.

"Moreover, Germany can construct airships much more rapidly than we can, and the Germans themselves confidently assert that the fear that the Entente will start competition is not very great, as they have not a skilled staff of workmen on various secrets of manufacturing.

"Now, obviously," continued the official, "while Germany is in a position to build, it is our best chance to make good our position.

"They have tremendous difficulties over the question of the alliance of the D. L. R. (Deutsch-Luft-Riesend), with the Hamburg-American Line has assisted them to get supplies from the United States.

### Just a Touch of Superstition

Mrs. Wiggs—"Is Billy ill, Mrs. Skinner?"

Mrs. Skinner—"Well, he ain't ill, exactly, but he ain't much to stand thirteen buns."

Knicker—"The old fashioned porridge was kept for state occasions."

Knicker—"So is the new fashioned collar."

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## ECONOMIST CALLS CRIME TO CARRY POCKET OF CASH

Workmen Urged to Place Money in Banks to Help Business in Time of Stress.

It may give one a pleasant feeling to carry around a pocketful of money, a huge roll of greenbacks, or a bar of gold, but in the public interest we ought not to do it, urges the editor of Forbes.

"It is nothing less than a crime to withdraw money uselessly from banking and business channels by carrying unnecessarily large amounts in the pocket," insists he, and he asks employers and editors all through the country to draw the attention of wage-earners to the injury that is inflicted upon themselves by carrying fat wallets instead of promptly depositing every possible dollar in either the savings banks or some other financial institution, thus making the money available for all sorts of business purposes.

One day recently we read in Forbes: "A manufacturer took a census of his four hundred workmen to find out how much money they had in their pockets. The average was 25 dollars. If the Steel Corporation's workmen carried the same amount, the total for them would be almost eight million dollars. The American Telephone Company's employees would have some \$4,500,000 similarly withdrawn from business channels. And if half the people in America were to carry round with them twenty-eight dollars each, the total would reach the staggering figure of \$1,500,000,000.

### The Enormous Waste

This practice, more rife than ever before, of carrying around large amounts of currency is an economic crime. It tends to increase the cost of living. It checks the development of the nation's resources. It retards enterprise. It reduces the bank's ability to furnish credit to the industrial and business world. It forces even pessimism, among the banking fraternity, the holders of the nation's purchases. And it burdens the workman by reducing the amount of business which could and would be done were money and credit more plentiful in banking channels. It will hasten the business depression which nearly all experts declare is bound to come sooner or later. And, consequently, it makes for unemployment.

If everything in America were to carry around twenty-eight dollars it would represent a sum greater than all the gold in the land. It would more than equal half the total currency in circulation in the United States.

### Protested Five Years

Following the conclusion of the treaty in 1911, the U. S. Congress imposed a duty of 15 per cent on the seals and skins of the fur seal.

This effectively protected the herd, but it resulted in a surplus of male seals and much fighting on the breeding grounds. Of recent years, killing has been resumed under the direction of the U. S. Government. Only male seals are taken, whose skins realize a high price of \$175 each, and they are now considered the best seal skins on the market.

A most important recent development in the fur seal industry is the discovery of a method to utilize the seal's skin in the manufacture of "wigs" or skins of the old males. Years ago, in the London market, these were very lightly valued. They sold for as low as \$3 apiece and were mostly sent to Russia, where they were used for lining peasants' houses.

Recently, in St. Louis, skins of this class, properly treated, fetched as high as \$175 each, and they are now considered the best seal skins on the market.

The name "wig" was applied on account of the close resemblance of the seal's hair, particularly on the back of the neck. The great weight of the "wig" was another serious objection, some of the seal's hair being as heavy as 10 lb. Now these skins are ground thin on an emery wheel, the fur is plucked, machined and dyed, and the whole skin, made up of seal's hair, is now considered the best seal skins on the market.

Use All Carcasses. The United States Government plans, however, to use every seal carcass, and a reduction plan is being erected on the Pribilof islands. It has been proved that excellent oil can be obtained, which is especially valuable for waterproofing automobile tops. Two gallons can be obtained, on an average, from every carcass, and the oil sells for \$1.50 per gallon. Hence, when 100,000 seals are taken yearly, it is expected that \$200,000 will be realized from the oil alone.

The treaty of 1911 expires in 1926. It is extremely unlikely that any of the high contracting parties will wish to return to the old order of things. Had pelagic sealing continued, the herd would now have been wiped out. The practice was perfectly legal, under the international law, but certainly unwise. Under the present arrangement, all the interesting nations are benefited, and permanently.

This satisfactory state of affairs is a striking testimony, not only to the value of conservation, but to the superiority of common sense and arbitration over the stupid utility of an appeal to war, which always raises more questions than it settles. Again, large as it is, it can be pulled between the finger and thumb. Here we have a notable achievement in the utilization of a waste product.

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## FUR SEAL HERD AT PREBYLOFF WORTH FORTUNE

Gov't Estimates it Could be Capitalized at \$75,000,000 and Pay Well.

The most valuable herd of wild animals in the world is the fur seal herd of the Pribilof islands, in Alaska. According to Dr. H. M. Smith, of the U. S. Bureau of Fisheries, this herd could be capitalized at \$75,000,000 and would pay a handsome profit on that capitalization.

Ten years ago this herd was in danger of utter extinction owing to the practice of slaughtering the seals on the high seas, a procedure which brought on an acute international controversy. The seal of the United States, Britain, Japan and Russia, whereby pelagic sealing was stopped, in return for stipulated sums of money, has been more or less successful in the process of the land killings. Since then the herd has so strenuously increased, that the New York Times remarks that the value of the seal herd has never been more actively or more decisively illustrated.

In 1873 the herd consisted of not less than 2,500,000 individuals. In 1911 it had been reduced to 125,000; now it numbers well over 500,000, and it is fully expected that it will ultimately attain its original size.

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