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The Bee's Platform

- 1. New Union Passenger Station.
2. Continued improvement of the Nebraska Highways, including the pavement of Main.
3. A short, low-rate Waterway from the Corn Belt to the Atlantic Ocean.
4. Home Rule Charter for Omaha, with City Manager form of Government.

English Language for Nebraska.

Admitting that there has been said in favor of teaching a foreign language to the children of parents who wish them to learn another besides the language of the country in which they live, it yet remains true that instruction in the Nebraska public schools should be in English.

No question will be made of his further statement that possession of a working knowledge of a language will give an insight into the life of the people who habitually and naturally use it.

The language law does not strike at religion, nor education; it sets no limit on culture, nor does it interfere with the privilege of acquiring one or many other tongues.

Japan Looking for Concessions.

One of the outstanding facts in connection with the armament conference is that the Japanese are not approaching the meeting with the frank openness that might be helpful.

In appealing to the league of nations on the matter of Yap, against the claim of the United States, setting up that the question has been settled, Japan overlooks the fact that the president of the United States formally protested against the award of Yap to Japan.

It begins to look bad for Tammany in the New York City campaign. The struggle for good government, which is to say, the fight on the Tammany machine, deserves the attention of the country, and not only because of the influence of this outfit in national politics.

Major Hylan, under whom municipal affairs not once were lifted from the status of gang politics, is being hard pressed by Maj. Henry H. Curran, the forceful candidate of the coalition of good government forces who won his nomination in the republican primaries.

Why not attain the ends of retribution by casting 'Fatty' Arbuckle as the villain in a movie and giving the role of the heroine to Clara Hamon?

'Jim' Hanley has been enlisted in support of the international bank, which ought to insure the success of the enterprise.

Two hundred gallons of home-made grape wine may be easily managed, but how to make it non-intoxicating is the puzzle.

A scientist predicts that automobiles will yet be run by sun power instead of gasoline. This ought to put a quietus to joyriding after dark.

New York's mayoralty campaign is one in which fusion is opposed to confusion.

poures of extravagance, inefficiency and wanton disregard of the rights and needs of the citizens are following each other day by day.

Motor Tourists and Omaha.

Many highways lead to Omaha, making it a center of automobile tourist travel. The concern of the Automobile club over lack of suitable accommodation for motor campers accordingly is well in point.

The hospitable welcome of a clean and convenient tourist park is one of the best advertisements Omaha could have. Some of these visitors are driving across the continent, others are from cities or states nearer by.

Cross-country motor travel is growing in volume each year. There are some who welcome the luxuries of a hotel along the way, but of the others, some lack the means and some simply prefer the out-door life and take their chances on finding a pleasant spot on which to camp.

Many smaller cities and towns in Nebraska have better equipment in tourist parks than Omaha, and in every part of the country communities, great and small, are devoting thought and care to providing hospitality of this sort for their temporary guests.

Milk—For Example.

There is nothing particularly new in the disclosure that Douglas county farmers are receiving only 2 1/2 or 3 cents a quart for milk which costs the Omaha housewife 11 or 12 cents, except that the margin between producer and consumer is somewhat more disproportionate than in many other lines.

The fact is that we are suffering from an excess of organization. Civilization advances—at least so we persuade ourselves to believe—but as it advances it takes on new complications.

Take milk, for instance. No longer does the farmer drive up to our door with his product. Business practice requires that he hire a trucking concern to carry his product to town, that he sell it to a milk producer's association, which in turn sells it to a creamery which cleans it, purifies it and mixes it and which then sells it to dealers who peddle it about the city.

Naturally, it all costs money. Naturally, the consumer pays more. Mayhap he pays too much, even so; that question is and will continue to be argued at length. But there can be no doubt that a part of the increased cost is rightly charged to the new frills required by advancing civilization.

As with milk, so with other things. Business and labor have gone hand in hand in lessening the scope of each activity, in increasing the number of middlemen. Save in certain notable exceptions, such as the production and sale of oil, the tendency is for each handler of a product to do a specific thing in its march from raw material to final consumption, passing it then to another to do the next. Business organizations have encouraged this by the tightening of the lines between manufacturer and jobber, between jobber and retailer.

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After-the-War Production

Control and Distribution One Problem Not Yet Fully Solved.

(From the Boston Transcript.)

Control of production and distribution on a national and international scale is apparently one of the developments arising from the world war and the world-wide economic depression following the war.

Up to very recently, American manufacturers of motor cars and the line of products described by the word 'automotive' have concentrated their attention on the development of a market. A year and a half ago the British demand for American-made cars, parts and accessories was in excess of the supply.

In all probability, experts assert, we have not lost our market for automotive supplies in England. But this sudden shifting has been costly and has pointed a moral which the industry would do well to heed.

It would appear that in the future it will be to the advantage of manufacturers to put less stress on the British market and give more attention to the development of the Scandinavian, Iberian, Asiatic, Oceanic and North and South American markets.

In the rubber industry a not dissimilar situation has arisen, and here, as already suggested, a policy of conscious group control of the international market has been developed.

Popular conceptions of the deadliness of the automobile derived from local death lists hardly do justice to its destructiveness to human life. The estimate is made by the Insurance Press that life insurance companies of the country paid \$4,500,000 in death claims from automobile fatalities during 1920, and statistics are quoted indicating that for the year mentioned 12,000 persons in the United States, injured 1,500,000 and caused disabilities and property damages amounting to more than \$1,000,000,000.

School Children's Faulty Spines. That three-quarters of the school children of the United States have faulty spines is the assertion made by the National League for the Prevention of Spinal Curvature.

Spirit of Confidence. The statement credited to the elder Morgan that a bear on the United States is sure to go broke reflects to a profound degree the unquenchable spirit of confidence which forms so engaging a feature of our national character.

Unnatural. 'Pa, what's an incongruity?' 'An incongruity, my son, is a divorce lawyer humming the wedding march.—Boston Transcript.

Real Russian Question. With the first American food in Petrograd, there may be a definite reply to the Russians' query, 'When do we eat?'—Pittsburgh Gazette Times.

Load Bidding for Cooks. If you could bid cooks on the Common, the noise of the bidding would raise the roof of the State House.—Boston Transcript.

How to Keep Well

By DR. W. A. EVANS

Questions concerning hygiene, sanitation and prevention of disease, submitted to Dr. Evans by readers of The Bee, will be answered personally, subject to proper limitation, where a stamped addressed envelope is enclosed. Dr. Evans will not make a diagnosis nor prescribe for individual disease. Address letters in care of The Bee.

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SURGEON LEARNS FROM NATURE.

I have been interested and edified by a rereading of a book issued nearly twelve years ago by a surgeon attending some of the great London hospitals—Sir William H. Bennett. It has to do with fractures and sprains and the management of stiff joints generally.

While it is frankly special pleading, it is interesting and provocative nevertheless. It is written for surgeons and physicians, but it has an appeal to the laity, since surgeons are not run too far contrary to public opinion.

Sir William calls our attention to the good results following fractures of the bones of wild animals where no immobilizing of the bones has been possible. Alas! to that good result in fracture of the ribs where such motion as there is goes on unimpeded during the fracture.

Dr. Bennett claims to lessen all these after effects of fractures by starting motion in nearby joints, gentle rubbing, massage and passive motion within four days after the fracture and keeping them up daily. If the fracture was in the forearm the patient is instructed to work the fingers every day from the very beginning. About three days after the first dressing the back splint is removed for a little while and gentle, even stretching of the nearby skin is done. The back splint is then replaced.

A little later more massage and more passive motion is given. The nutrition of the muscles is kept up by the use of electricity. It is claimed that following this method fractures heal better, there are fewer adhesions in joints, the inflammatory mat bends fewer parts together, muscles shrink less and pain and tenderness are lessened.

Generally Self-Curing. H. J. S. writes: 'I would like some information regarding a varicocele.'

The Narrower the Better. E. E. S. writes: 'Is lime juice taken as a reducing agent effective and is it harmful in any way?'



(The Bee offers its columns freely to its readers who care to discuss any public question. Its requests that letters be reasonably brief, not over 300 words. It also insists that the name of the writer accompany each letter, not necessarily for publication, but that the editor may know with whom he is dealing. The Bee does not pretend to endorse or accept views or opinions expressed by correspondents in the Letter Box.)

Another View of Ireland. Omaha, Sept. 23.—To the Editor of The Bee: If an Irish army invaded England and at the end of 500 years of butchery, arson and robbery succeeded in conquering the country and dividing its land among the Irish soldiers and scattering the peace-loving people of England to the four winds, it would not be necessary for Benton Brown to take us back to the chronicle of Julius Caesar to prove that England and England only was to blame for don't you know, if the English were not 'spoiling for a fight' the Irish invaders wouldn't have had to kill a single one of them. Why, it is so plain.

But, Mr. Brown, if the Irish are 'threatening to invade the United States in war with Great Britain,' they are doing so from patriotic American motives for our own sake only and not for Ireland's sake. The Irish have England whipped. It is only another case of the mongroose killing the serpent.

I, myself, was an English soldier for five years. I saw action in India and Africa. I did my best then to be a good Englishman. I do my best to be a good American now, and I believe we should build up our army and navy. I'd like to ask those hyphenated English-Americans just this one question: What is England building her monster navy for?

MAURICE CARROLL. 'Put the I in Idea.' 'Personalize your thought,' says a philosophical sharp in the papers. In other words, put the 'I' in the idea.—Boston Transcript.

Could Make It a 'Book.' It's about time the leaders in the coal rebellion issued a black paper.—Indianapolis News.

Constipation Vanishes Forever. Present—Permanent—Relief CARTER'S LITTLE LIVER PILLS never fail. Purely vegetable—not sure but gently on the bowels. Stop after-dinner dizziness—correct indigestion—improve the complexion—brighten the eyes. Small Pill—Small Dose—Small Price.

Pennsylvania Railroad Fastest Train Service Chicago to Washington. Four All-Steel Thru Trains Daily. The Manhattan Limited. The Broadway Limited. The Pennsylvania Limited. Steel City-Washington Express.

It took YEARS and YEARS to develop CAMEL QUALITY. We worked on Camels for years before we put them on the market. Years of testing—blending—experimenting with the world's choicest tobaccos. And now, EVERY DAY, all our skill, manufacturing experience and lifelong knowledge of fine tobaccos are concentrated on making Camel the best cigarette that can be produced. There's nothing else like Camel QUALITY. And there's nothing else like Camels wonderful smoothness, fine tobacco flavor and freedom from cigarettey aftertaste. That's why Camel popularity is growing faster than ever. A better cigarette cannot be made. We put the UTMOST QUALITY into THIS ONE BRAND. Camel 1