

### THE OMAHA BEE

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regard to marriage licenses during 1923 may argue that the law is winning favor. Also, it may argue that a considerable number of persons seeking to enter matrimony were too far away from a state line to conveniently get across the border.

#### WHICH STORY OF MAN?

In "The World Tomorrow" we find a very interesting letter from a teacher to a friend, regarding the teaching of history. One sentence:

"I'm perfectly reconciled to seeing an ignorant generation grow up around us—ignorant of the Carthaginian wars and Caesar and Charlemagne and (s-h) George Washington. But alive to the history of the stars, and the great religions of the world, and evolution, and Einstein, and Gandhi."

It will pay one of reflective mood to contemplate that sentence for what it contains. It is an aspiration, not well expressed, of a teacher who longs for something better than exists. If she were a true student of history, she would have her answer in a self-developed philosophy that would sustain her under any disappointing shock she might sustain through the failure of an ideal.

For example, how will we study the history of the stars without following the development of astronomy? That will take us back into the mists beyond the dawn of records. Coming up we will not only encounter the shepherds on the plains, and the priests on the temple platforms, but the rulers of nations, for all these are inextricably mixed in the history of the stars as we know them, and astronomy, noble science that it is, would lose much of its favor were it divested of its connection with other facts of human development.

How can the history of religions be studied without consideration of the warriors and statesmen who sustained and practiced them? What of the latest, Islam? Can that be examined without contact with the prophet alone, but the great line of emirs who followed him? Then, what of the Christians who came into conflict with the emissaries of the cult of Mohammed? Then we must touch on Tours, and Vienna; on the Crusades, and all the train of incidents, emotions, ambitions, plots and plans that went with them.

If we take up evolution, does that not carry us back to the early Greek philosophy, where co-ordinated inquiry first was made into the origin of man and matter? We will pass along upward through Athens and Alexandria. We will see Cyril setting the mob on Hypatia. Arabian rulers welcoming the students driven out by the edicts of the Christian church. Finally, we will come to the point where the human mind has so expanded that modern life became possible. Then we will see Columbus voyaging to America, da Gama making his way around the Cape of Good Hope, Magellan circumnavigating the globe, and forever settling a question that had disturbed man for many generations. More than a thousand, perhaps two thousand years before philosophers knew the world was round, but it took Magellan's voyage to prove it, and establish a point from which all science must start.

Einstein? How can he be studied without touching Newton, Galileo, Copernicus, Ptolemy, Archimedes, Aristotle, Euclid, Pythagoras, and so on. Gandhi? Will he not bring in full examination of India's record, and how the British came to be there? History is a wonderful fabric, the record of men's lives, woven in curious traceries, its patterns intertwining in such confusion that even the expert finds it not always easy to follow them. Colors that are vivid, and those that are soft, blend in marvelous harmony, and to the thoughtful mind present such allurements as never flags. What a mistake it will be if anybody ever sets out to eliminate from history the names of great men, who really are but guide posts along the way over which the human race has patiently trudged!

#### A Cloud in the Sky

From the Christian Science Monitor.

In the view of the great mass of the outside world, Mr. Ramsay MacDonald's administration has been one of the most successful of recent British ministries. In the London conference it took the leading part in the greatest and most successful effort to bring reconciliation to Europe since Versailles. Mr. MacDonald has since, again in close collaboration with M. Herriot, set moving at the Geneva meeting of the League of Nations a new consideration of the knotty problem of armaments and security. And in home affairs his administration has Mr. MacDonald's budget and Mr. Wheatley's housing bill to its credit. Altogether, a casual observer might think that he had six months' record for a party taking office for the first time. Yet already there is a cloud on the horizon which may be long over all the sky and may even bring the MacDonald ministry tumbling to the ground. That cloud is the Anglo-Russian treaty which is now being ratified in parliament ressemblant at the end of October. There is little opposition in England to the renewal of diplomatic relations with Russia. The general feeling abroad is that the soviet regime, whatever people may think of its merits, has been in existence for nearly seven years, and that it is functioning as the government of Russia and that there is no more reason for refusing to have relations with it because of its habitual violence than there was for refusing to have relations with the sultan of Turkey or the czar of Russia, both of whom were also addicted to violence and outrage. The only test was whether the soviet government was ready to accept and live up to the ordinary rules of international intercourse and refrain from interfering in the internal affairs of its neighbors.

The real difficulty about the Anglo-Russian treaty arises about the clause which provides that the British government shall guarantee the principal and interest on a Russian loan of unspecified size, but generally expected to be between \$200,000,000 and \$300,000,000, to be raised in London. The origin of this clause is interesting. The negotiations had been dragging on for months without result. The crux did not turn on political issues, but on whether the Russian government would recognize its duty to compensate foreigners for the property lost in the revolution.

#### MESSAGE TO AMERICAN PARENTS.

Senator Woodbridge N. Ferris of Michigan is a professional educator. His life work is that of a school teacher. For more than half a century before he was elected to the senate he was either a student or an instructor. In this time he has garnered an experience the fruits of which entitle his opinion to respect. Therefore his message to the American home, delivered before the Omaha Ad-Sell League, deserves to be heard:

"What we must have," declared Senator Ferris, "is a spiritual and an emotional revival. We must get back to the homely virtues taught by the fathers and mothers of the last generation. The American home must be revived as it was in an earlier day."

What are the homely virtues to which Senator Ferris advises us to return? One was a due regard for parental authority. Obedience on part of the children, with submission to the judgment of experience as personified by father or mother. This does not necessarily entail abjection on one side or tyranny on the other. It should be understood, too, that the willful, disobedient child is not the one to be blamed. Such conduct on part of the child is prima facie evidence of parental inefficiency.

Along with regard for parents should go, and will naturally go, consideration for others, both in and outside the family circle. Respect for elders, a willingness to share with others whose right is equal. These elements are notably conspicuous for their absence among the youngsters of today. A natural result of over indulgence on the part of elders, who in their fondness or indifference permit the evil effects of selfishness to choke the naturally generous impulses of the child, and generate habits that frequently become detestable.

Another is industry, application for some part of the day to useful tasks. Old-fashioned chores are no longer available, but modern substitutes can be found. All time out of school should not be at the disposal of the child, nor spent in pursuit of pleasure.

Finally, the burden rests on the parent. If the children are to be trained as they should be, the home is the place where this must be done. Fathers and mothers need not give up all their outside interests, but schedules for their own time should be formed on the basis of home above all other things. No business in life is so important to parents as the training of children. If the homely virtues of a past generation are to be restored, the reformation must start with fathers and mothers.

#### NET AVERAGE PAID CIRCULATION

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V. A. BRIDGE, Cir. Mgr.  
Subscribed and sworn to before me this 5th day of August 1924.  
W. H. QUINCY,  
Notary Public

The Columbia Record says the answer is that Ma Ferguson knew exactly how to handle the sheets and pillowcases. You bet she did, and she took 'em to a darned good cleaning.

Magnus Johnson informs the world that he is an expert glassblower. We knew that, but we didn't know it was glass.

But the Prince of Wales need not keep on proving to us that he is the heir to the throne.

It will be generally admitted that W. J. B. is giving half-hearted support to the ticket.

Complaint about the times usually comes from those who are too lazy to keep up.

#### MARRIAGE IN NEBRASKA.

In the year 1922 Nebraska authorities issued 12,416 licenses, pursuant to which it was possible for as many couples to contract matrimony. Total for 1923, just given out, were 9,149, a falling off of more than 3,200. The reason for this is said to be found in the Nebraska law that governs the issuance of license to wed. Many couples, particularly those along the border, evade its provisions by slipping across the line into states that are not so particular as to requirements, but whose wedding knots are as durable.

Questions will be raised as to whether the results attained are commensurate with the hopes of those who supported the eugenic act. We are not disposed to debate the motives behind the act. Clearly the state has the power and authority to reasonably regulate marriage customs. In the exercise of this power, an effort has been made to safeguard as far as possible the future of the race by regulations which were expected to produce happiness because of the requirement of good health. A not unnatural aversion to publicity has made the law very unpopular.

Americans have never yet learned the real meaning or value of vital statistics. They will in time, though, come to understand that some of the measures that now are regarded as inquisitorial intrusion on matters of personal concern really are for the general public good. Compliance with their provisions entails little hardship and no genuine humiliation.

That 9,149 Nebraskans submitted to the law in

### Public and Private Operation of Railroads

Before the National Association of Insurance Agents, in convention at Milwaukee, H. E. Byram, president of the Chicago, Milwaukee & St. Paul railroad company, discussed public and private operation of railroads.

"This government ownership idea is nothing new," said Mr. Byram. "It has been tried out in several other countries, so that it is not necessary to act on it blindly."

"In Italy, for example, according to published statements, the state-owned lines, which were taken over in 1905, have since earned only very small profits in occasional years. The number of employees rose from 150,000 to 228,000 in the 10 years prior to 1923; the surplus employees being largely political appointees. The entire operating forces worked politically against the government which refused its demands for more pay and less work, and also waste cost and other supplies to bring the government to terms. A deficit of over 1,250,000,000 lire in 1922 caused the premier to decide to get rid of the 'white elephant' and he offered long term leases on exceptionally easy terms."

"As to French railroads," continued the speaker, "statistics recently available show that in the year 1923 each of the six private systems earned more than their expenses, their net operating income aggregated 732,000,000 francs. On the other hand, the state railway's operating expenses were 13 per cent greater than its total earnings, and its deficit, which the taxpayers must pay, amounted to about 145,000,000 francs. The private railways have continued to reduce expenses since 1922, but the state railway has hardly reduced its expenses at all."

Concerning Canadian railroads, President Byram quoted a former comptroller of statistics for the Canadian department of railways and canals, who had said that the people of Canada did not deliberately adopt the ownership idea. They were simply following the lead of the United States at the door of the government because of guarantees, and that there was no alternative to their being taken over, and that they were sure that the public treasury would be more than \$400,000,000 ahead if

the road had been given outright with \$200,000,000 in cash to a strong syndicate as a gift. Mr. Byram pointed out that he deficits made up by advances from the Dominion treasury, from 1918 to 1921, ranged from \$27,770,000 to \$67,905,000.

The former comptroller stated that if correct bookkeeping had been applied by the government, the deficits in the last two years would have averaged \$125,000,000. This Canadian writer referred to conditions under government operation as having grown worse and that it would be impossible to point to a single betterment in operating results.

"While there has been some improvement in the financial situation," said Mr. Byram, "the net operating income of the Canadian national railways last year was less than \$13,000,000. In this connection it must be remembered that about \$1,250,000,000 has been granted to the Canadian national railways, less than \$13,000,000 yearly, which \$13,000,000 would not go far toward paying."

Referring to Brazil, the speaker quoted a recent cable stating that the Central Brazil railroad is a "white elephant" on the government's hands. Showing constant financial losses, its expenses are about 15 per cent more than its earnings. "Like everything else in Brazil that is subject to political control, the dispatch read, 'It is inefficiently managed and its payrolls are overworked with names or political parasites.'"

As to Sweden, it is reported that a special committee appointed by the Swedish government has recommended the abolition of government operation; the government to continue to supply the working capital and retain right of inspection, but the actual business to be carried on by private corporations.

In Switzerland a petition for denationalization of railways has been circulated throughout the country. No referendum has been sufficient to meet fixed charges since 1914. In 1922 the nearly \$15,000,000 of net operating revenue lacked several millions of meeting fixed charges.

Report of the Mexican railways for 1923 showed total liabilities of 239,

600,000 pesos greater than total assets. Net operating revenues were 3,721,000 pesos, but the interest requirements of the year were 21,320,000, not including 2,289,000 pesos which should have been charged to a sinking fund for certain gold bonds. These figures indicate that Mexican railway operations are far from satisfactory or successful.

"So we find," Mr. Byram sums up, "that Italy and France, and Canada, and Brazil, and Sweden, and Switzerland, and Mexico, as well as other lands that have experimented with government ownership, all testify in unmistakable language to the unsatisfactory results that follow. They tell of inefficiency, of overmanning, bad service, and financial deficits that must be made up by the taxpayers. There is nothing in their sad experience to justify anyone in attempting to involve the citizens of this country in a like costly experiment."

"There are more than three-quarters of a million holders of railroad stocks and about one million owners of railroad bonds in this country. It is estimated that insurance companies have about \$2,000,000,000 and savings banks \$1,000,000,000 invested in railroad securities. Universities and other public institutions are likewise large investors in these securities. Taking into account other members of the families of those who hold insurance policies and have bank deposits and of the individual stock and bondholders, it is plain that a large majority of the citizens of this country are directly affected by any movement that jeopardizes the value of railroad securities."

Group leaders charge that there is a guarantee protecting the railroads' earnings—when, as a matter of fact, there has been no guarantee of any kind since August, 1922. They charge that the railroads are overcapitalized, when the fact is the interstate commerce commission has found the roads are worth more than their net capitalization.

"They allege that 'watered stock' keeps freight rates at a high level, which is wrong, because, first, the commission has found the roads are worth more than their bonds and stock; second, bonds and stocks are not included in the valuation upon which rates are expected to earn a fair return—but do not.

"It is also charged that freight rates are unduly high because of excessive salaries paid executives. Taking the Milwaukee road, for example, we find the fact is that the total compensation of Milwaukee executives had been cut off last year it would have made only a difference of 15 to 20 thousand dollars in the freight rate; or, if spread among the 56,000 employees, would have amounted to only 27 cents a month to each."

In concluding Mr. Byram said: "The public has a right to know the facts about its carriers. It is legitimately interested in railroad service and rates; in treatment of employees as to wages and working conditions; in capitalization, and in financial returns.

"Railroad executives are not only glad but anxious to have these matters investigated. There is no secrecy about them. The books are open, and no one need remain in ignorance who desires information. It is only through a knowledge of these facts, which the railroads are endeavoring to get before the public that the public will be able to act intelligently and rebuke those who at present are taking advantage of the general lack of information by attempting to bring about conditions repugnant to the majority of our citizens and which have been tried and repudiated by other nations."

In other words the general public is forced to make up the tremendous losses from railroad operation—in this country the general public pays the rates established by the interstate commerce commission, and if there is a deficit, as there has been recently on many roads, the government does not impose a tax to make up the losses of security holders.

"In other countries the public transacts its business with untrustworthy government employees—in this country the public enjoys the benefit of direct relations with representatives of competing railroads."

"For these important reasons and others, the public has nothing to gain and much to lose by allowing a few group leaders, anxious to take charge of the country's second largest industry, to have their way."

#### NOT THE HEAD OF HIS TICKET.

From the New York Herald-Tribune.

Some of Mr. Davis' supporters are worrying because his speeches do not obtain what they consider adequate publicity. These speeches are depended upon to present the democratic candidate to the country in a new light and to overcome the unfavorable impression of him which William J. Bryan and many other democrats held at the time he was nominated. Unintended publicity is consequently required to picture Mr. Davis for campaign purposes as the impetuous radical he has never been and probably would never dream of being, even if he were elected president.

Why have his speeches fallen so flat? Mainly because the public is mildly interested in them. The voters are not so desecrated. Why, then, may he think it politics to make for a couple of months of the catchwords and stage properties of radicalism, he cannot successfully compete with La Follette and Wheeler in this field. Worse yet for him, most persons realize that in this three-cornered campaign he is not the real democratic candidate for president. He is only hope of the democratic party lies in deadlocking the electoral college and throwing the election into congress. If that happens Governor Bryan will be the man who has the chance of becoming president than Mr. Davis.

Public interest in Mr. Davis' views has not been developed. Why, then, has he shaped itself, he is no longer the real head of the democratic national ticket.

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### SUNNY SIDE UP

Take comfort, nor forget, that Sunrise never failed us yet.

Celia Thaxter

#### A PRAYER.

Teach me, dear Lord, to conquer self  
And walk Thy way upright;  
To serve for love and not for self;  
For favor in Thy sight.  
Show me, dear Lord, Thy gracious smile  
To light the toilsome way—  
That waiting not for afterlife  
I may serve well today.

Lead me, dear Lord, 'mongst fellowmen  
To learn the broader view;  
And helping them may know that then  
I'm also serving You.  
Give humbleness of heart and lead  
That I not go astray.  
My strength is small; Thy strength I need  
To live aright today.

Not afterlife, but now, dear Lord,  
Thy favor I implore;  
That hand and heart in full accord  
I may serve well, and more.  
No matter when the call for me  
May come, I only pray  
Some service I may render Thee  
Today!

The presence of several hundred Methodist ministers in Omaha today reminds us of striking changes that have taken place since we first became acquainted with the ministerial brethren. And our first recollections are of a minister, for we happen to be a preacher's son. Now laugh!

As we are much given to being outspoken, and seldom having the blue pencil applied to this department, we take occasion to say that while the ministerial brethren, and we mean of all the churches, have improved along many lines, there are some things that have not been improved. Better educated, better paid, better looking and with greater social polish, somehow or other they fail to "get under the hides" of men like the old-timers of our youthful days. At least that is our judgment. Of course we may be mistaken, as we often are.

We really like to go to church, and seldom miss a Sunday. But it is only now and then we hear a sermon on "righteousness and the judgment to come," while philosophical dissertations and sermons smothered in concerts are very common. The hope for and prayed for spiritual revival is not likely to come as a result of pulp lectures. Rather it is conditioned upon more sermons of the soul-stirring kind preached by ministers of an earlier generation.

An educated ministry is greatly to be desired, but not at the expense of zeal of unselfish service, of unwavering faith and of willing sacrifice.

WILL M. MAUPIN.



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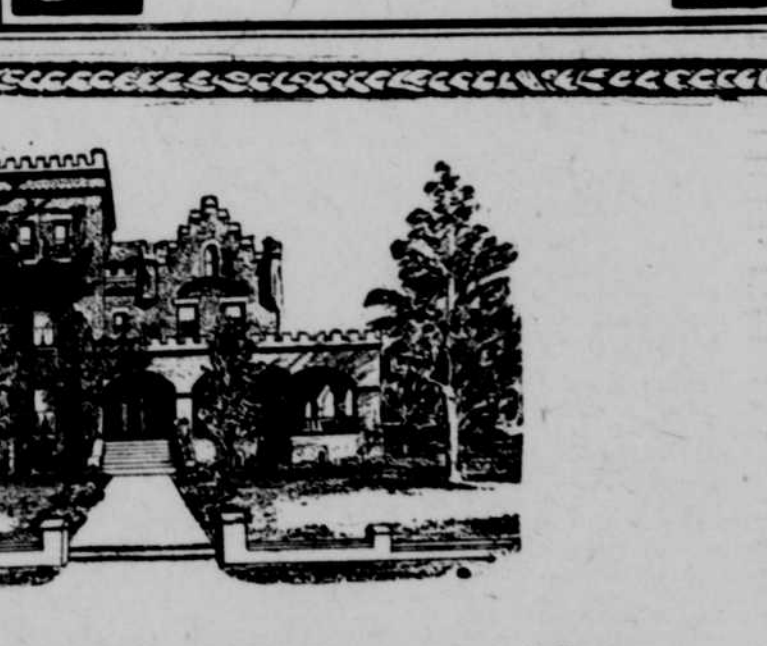
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