

The Associated Press, of which The Bee is a member, is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper, and also the local news published herein. All rights of republication of our special dispatches are also reserved.

Private Branch Exchange, Ask for the Department AT 1010 or Person Wanted. For Night Calls After 10 P. M.: 1000 Editorial Department. AT 1010 or AT 1012.

OFFICES Main Office—17th and Farnam Council Bluffs—15 Scott St. New York—World Bldg. Chicago—Tribune Bldg. St. Louis—Snyder Trust Bldg. San Francisco—Holloway Bldg. S. Side, N. W. Cor. 24th and N. Detroit—Ford Bldg. Kansas City—Bryant Bldg. Los Angeles—Biggins Bldg. Atlanta—Atlanta Trust Bldg.

WHAT FRANCE MUST REALIZE.

The attitude of M. Poincare is not altogether assuring to successful intervention. He seems determined to crush Germany; in the name of France he seeks vengeance to the utmost. What is to be hoped is that, faced by the united pressure of public opinion of the people of the great powers, he will have to moderate his designs.

Poincare's Napoleonic scheme to make France the dominant power on the continent of Europe means, if anything, that agreement among nations will not be founded on right or justice, or even expediency, but on the basis of force.

Reparations may serve as a pretext, but this problem is not the thing uppermost in the program now laid down by the government at Paris. Poincare sought chiefly the \$33,000,000,000 demands from the German people, he would go about to collect his bill in a more reasonable way.

Hunger prevails, the people are unclothed, and face the rigors of winter without the necessities of life. The only object of the new international conference is to bring forth a plan by which Germany can be set on its feet again and be made self-sustaining.

A settlement on the basis of justice is imperative. To examine the facts and come to an agreement as to what reparations can be paid is not to close the door to France or lessen the chance for recovery, but would make sure that it would get something, whereas now it is getting less than nothing.

Which notorious fact is recalled by the fierce criticisms of the Cornhuskers. Having made football history year after year, thereby winning the plaudits of the multitude, the Cornhuskers strike a streak of bad luck, get the worst of the breaks, and thereby fail to win.

It is not true. All of us would rather see the Cornhuskers win, but not all of us are snapping at their heels for losing. Nebraskans whose opinions are worth while are still proud of the Cornhusker team; proud of its past record; proud of the stalwart young fellows who are trying to add new laurels to the Scarlet and Cream, and confident that they will not fail to add their share of glory to the University of Nebraska's football history.

Red-blooded Nebraskans are just as strong for the Cornhuskers as they ever were. The croakings of the yellow-spined brigade is not worthy of a moment's attention from the team members.

Perhaps it would help some if the student body showed more college spirit and indulged in less croaking. And surely it would help a lot if the Cornhuskers were given to understand that as long as they put in their best legs we are all for them, win or lose.

Eleanor Duse drew \$30,000 for her first performance in New York, which shows the difference between what a good actor gets and the reward for a pugilist.

The question is what kind of echo will a Howell from Omaha create in Washington.

BONAR LAW, SANE LEADER.

Andrew Bonar Law was one of a remarkable group of colonists who went to the mother country and made good. Son of a preacher, born in New Brunswick, he was early transplanted to Scotland, and became so completely identified with that land that it was generally forgotten that he was a son of Canada.

The son of another New Brunswick minister shaped Bonar Law's course in politics. William Maxwell Patterson, who was to become Lord Beaverbrook, also made his way to England and climbed high in business and then in politics.

A rigid conservative, although in no sense an ultra Tory, Bonar Law naturally figured largely in the coalition cabinet, and finally as the leader of the unionist group he repeated the success he had earlier attained as leader of the opposition when Asquith was prime minister.

He found a lot of cleaning up left to do when he took office, but set about the task with zeal. Chiefly did he engage in the work of setting the finances of his country on a firmer foundation, and part of this was the adjustment reached with the United States. Arthur Baldwin, who succeeded to the office of prime minister when Law, by failing health, was forced to resign, had a great share in making the settlement with the United States, and not a little of his prestige rests on that accomplishment.

Home problems also were dealt with very successfully by the late premier, who met the radicals openly, and neatly staved off their adroit attacks. His service of but seven months was not long enough for him to entirely round out a program, but his past career assured the world that the course of England would have been steady while he held the helm.

Senator Capper is from a farming state, and is head of the farm bloc in the senate. He knows what the farmers' interests are and is eager to serve them. Therefore his endorsement of the tariff on wheat is well worthy of notice. It is a splendid answer to Senator Underwood.

Farmers will be pleased to note the change in spirit of comment on their case. If left to themselves a little longer, they may outlive all the advice that has been given to them within the last three or four years.

Only one case in the South Omaha police court indicates that either that end of town is getting good or the police are getting careless. We believe the first conclusion is correct.

Reports from the United States treasury are to the effect that the government debt will be wiped out in 1922. This should encourage Christmas shopping this year.

A new head having been picked for the Utilities district, projected work may now go on and service continue to the satisfaction of everyone but those who lost out.

The bootlegger who tries to peddle his stuff at the door of a federal courthouse deserves to be dealt with on some other charge than a violation of the Volstead law.

The imperial kleagle has declined to debate with a New York rabbi, alleging that he is too busy. Scattering baseless charges against the Jews and others, of course.

New York police have found another "sucker list" in a fake broker's office. It is the unlabeled variety who are most productive when tapped.

The first 10 months of building in Omaha totals more than a million a month, which is not so bad, when all things are considered.

Commissioner Dunn asks that 43 policemen, who have served two years without approval, be confirmed. What's the hurry?

Henry will not accept the nomination, says his secretary. Now, all will be well until the word comes that he will.

It is one thing to sink a submarine when in service, and quite another to have it go down as a result of collision.

John W. Davis of West Virginia has been nominated. No, this is not Henry Gassaway Davis under another name.

One comforting thing about this snow is that it does not in any way affect the fruit crop.

Now let us watch the race between the slot machine and the punch board.

The "bad medicine" kept in police pill boxes is only for law breakers.

Wait a minute. Medicine Hat has not yet gone into action.

Homespun Verse - By Omaha's Own Poet - Robert Worthington Davis THE RIDICULOUS. Said Ezra to Sy: 'It's funny, O, my! The world is the queerest old den. Things happen that make your vertebrae ache With laughter again and again.

The question is what kind of echo will a Howell from Omaha create in Washington.

"The People's Voice"

Editorials from readers of The Morning Bee are invited to use this column freely for expression on matters of public interest.

Failure of the Democrats. Omaha.—To the Editor of The Omaha Bee: You should not be surprised at the coming of the democratic party going over to Henry Ford. We leave it to you to hear anything from democratic editors about Wilsonian achievements.

Old Earth's charity. And that she may be warmly gowned. The trees fling down their coats of gold. Up the ground.

LISTENING IN On the Nebraska Press. "If," remarks Ole Buck in a bored tone of voice, using the Harvard Club as a metaphor, "the papers don't like Brookhart and Johnson, why do they say so much about them? This peculiar brand of statesmen thrive on opposition."

Suggests Gasoline Tax. Wausau, Neb.—To the Editor of The Bee: If Governor Bryan really wishes to reduce the tax on the people of Nebraska without marring the efficiency of the highway maintenance, he can easily do so by convening the legislature in special session and have it enact a tax on the people of Nebraska.

Tom Curran inserts in his York Daily News-Tribune a little article about the time the toddlers and fannies in this country should know that Lloyd George isn't over here for his health.

Center Shots. "The trouble seems to be," grins the St. Joseph (Mo.) News-Press, "that we have too much talk about evolution and not enough of it."

Mr. and Mrs. Thelma are rejoicing over the arrival of a big 10-pound baby. (Crowded out last week.) Center Hill Items in Sumner County (Pa.) Times.

College enrollment is heavier than ever before, notwithstanding a general strike in the country. Which proves either that the boys can work when they have to or that a smarter crowd are going to school.—Portland Oregonian.

A psychology expert in Kansas City advertises that he will give an accurate analysis of your character and advise you on the line of business you may follow to the best advantage. Probably there are many in Oklahoma willing to pay the expenses of a professional interview by means of the character expert and Governor Walton.—Kansas City Star.

One of the mysteries of this world is why a bandmaster doesn't wear his medals on his back, where the audience can see them.—Chicago Herald-Examiner.

Looks as if Mrs. Johnson is the real "dirt farmer," while Magnus manipulates the windmill.—Green-ville Democrat-Sun.

NET AVERAGE CIRCULATION for September, 1923, of THE OMAHA BEE Daily . . . . . 72,518 Sunday . . . . . 75,942

A Handy Place to Eat Hotel Conant 16th and Harney—Omaha The Center of Convenience



MOHER NATURE'S CHILDREN

What have you seen? Are you ever attracted by the voice of the world of nature which surrounds you? The Omaha Bee welcomes letters from readers on observations of nature.

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

"From State and Nation" - Editorials from Other Newspapers

Bacon Sandwiches. From the Kansas City Drivers Telegram. The Institute of American Meat Packers has issued a bulletin calculated to induce housewives to manufacture bacon sandwiches. We are told in the bulletin that:

The bacon sandwich is appetizing, economical, wholesome and nutritious. The fine flavor and aroma of the bacon literally make the mouth water and add materially in the flow of the tasteful juices. This makes the other ingredients of the sandwich more desirable. However, it should not be forgotten that the bacon also adds to the food value of the sandwich by adding energy and protein.

Knowing the bacon sandwich to be all of that, especially appetizing, wholesome and nutritious, not to say economical, we are publishing elsewhere on this page the recipes sent along with the bulletin in the hope that a more general use of bacon may put a few cents on the market price of hogs. Though we do not doubt that a 25 per cent increase in demand and sale of bacon would add 25 per cent to the price of hogs. But it might help.

Shall we dare tell the American Institute of Meat Packers something that maybe they do not know? Presuming they do not know it let us say to them that the publication of such a bulletin as is herein acknowledged is only one way to increase the use of bacon. There is another way namely, first, to call the attention of retail dealers that the general use of hogs by people in moderate means is an impossibility at the present retail prices; second, that retail dealers ought to be satisfied with a profit of 50 per cent and to insist that retailers sell at no more than 50 per cent profit.

Most people are able and would be willing to pay 30 cents a pound for bacon that comes out of 6-cent animal hogs. In moderate means, they pay eight times as much as the hog costs. If the Institute of Meat Packers will rectify this little error we believe their bulletin on how to make bacon sandwiches will prove profitable.

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

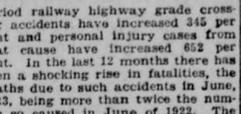
Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Grade Crossing Accidents. Careless motor driving is responsible for practically all of the railway grade crossing accidents in which automobiles figure, according to the safety section of the American Railway Association, which is vigorously continuing its campaign of safety education under the slogan "Crossings Cautiously."

Abe Martin



We kin smoke a camel hair cigaret, or a nickel cigar, in a hotel cafe, but a good, self-respectin' pipe is barred. No wonder anything as slow as justice allus sorks a speeder.

The human foot. Unless some inventive genius arises to save us we are all doomed to become pigeon-toed, with the right foot pointing in like the feet of our tree-climbing ancestors. And what is worse, we are all likely to be afflicted with talipes auto-varus, which is a combination of gout, rheumatism, neuritis and a few other things.

The specialists say that when the driver has his right foot on the gas he curves his foot around in pigeon-toed fashion, with the outer side tilting downward and throwing the knee over toward the operating levers. This is the opposite of the correct walking position and produces a condition that amounts to deformity.

Here is an opportunity for some one to win fame and fortune and the gratitude of mankind. And woman-kind, too. For the records show that women drivers fall victims of talipes auto-varus sooner than men drivers. What would happen if all our chorus girls and dancers who have prospered sufficiently to own their own cars should become pigeon-toed? We have fallen on evil days unless some one delivers us from the "toeing-in" age.

A Chance for a Genius. From the Milwaukee Journal. What this age needs, according to New York foot specialists, is not Tom Marshall's "good 6-cent cigar," but an automobile accelerator adjusted to the needs of the foot.

FOR RENT Double store, ground floor Peters National bank, with large basement, vault and storage space. Inquire Treasurer, Bee Publishing Co., Rm. 204, Peters Nat'l bank.

Illinois Central System Shows That Railroads Have Made Good on Their Pledge

The railroads have made good on their pledge of last April to meet the unprecedented demand for transportation this year. Although the amount of freight traffic offered has been the largest in history and much greater than was anticipated, the railroads have moved it promptly and efficiently.

It was predicted last spring that railway freight traffic would reach new high levels during the summer and fall. In preparation for the task of moving this record traffic, the railroads announced a program of expenditures upon additions and betterments to their properties amounting to more than \$1,100,000,000 for the year. They set out to reduce the number of freight cars needing repairs to 5 per cent of the total and the number of locomotives needing heavy repairs to 15 per cent of the total.

All of these objectives have been substantially attained. For example, between January 1 and October 1 the railroads installed 184,636 new freight cars and 2,963 new locomotives, and on the latter date they had on order, with deliveries being made daily, 64,601 new freight cars and 1,242 new locomotives. On October 1 the railroads had in reserve 17,663,448 tons of coal, as compared with 6,756,886 tons on January 1.

The surpassing achievement of the year is that a traffic greater than has ever before been known has been moved without interruption or delay. It was anticipated that car loadings would exceed a million cars a week in nine weeks prior to October 1. In reality, car loadings exceeded the million mark in fifteen weeks. In the week immediately prior to October 1 more cars were loaded with freight than ever before in railway history—a total of 1,092,567 cars. Prior to 1923 the record loading was 1,018,539 cars in the week of October 15, 1920. Loadings in the nine months up to October 1, 1923, amounted to 37,308,891 cars, an increase of 19 per cent over the first nine months of 1922, 28 per cent over the first nine months of 1921 and 10 per cent over the first nine months of 1920.

The railroads, their employees and their patrons are to be congratulated upon their splendid performance in handling this record traffic. There may be some danger, however, that this great achievement of the railroads will create the false impression that a further increase in railway facilities is not needed. To be able to meet the future demand for transportation as they have met this year, the railroads must not rest upon their oars; they must continue to extend and improve their facilities. Funds must be obtained to provide the additional facilities necessary to reduce the costs of operation and to enable the railroads to furnish the public adequate transportation at the lowest possible rates.

Constructive criticism and suggestions are invited. C. H. MARKHAM, President, Illinois Central System.