

THE OMAHA BEE

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Business as usual is the goal everyone would like to reach.

If the Kaiser leads the simple life he may be un molested. Simply no choice left him.

"Read Flies Over Paris," says a headline. Well, we'll soon be able to "See Flies Over Omaha."

A smart-aleck contributor reminds us that we are still at war. Yes, still in the war we elected Wilson to keep us out of.

Nebraska farm lands are commanding steadily higher and higher prices. No reason for the Nebraska farmer to turn bocheivest.

The "world's greatest show" in Europe being almost over, the Villa side-show is again playing for attention from the crowd.

What about our new auto parking rules and regulations? Are they to be merely another scrap-of-paper or something to be observed?

Paradoxically, the Liberty bonds bearing the lowest rate of interest still hold the highest quotation on the market. It's all in the tax-exemption stipulation.

The Giants are at the head of the National league and the Athletics at the tail of the American league, so the big league season may be considered fairly started.

The Kolchak government promises to "take over" all the national debts of the former Russian empire. But will the new government pay them? That is the question.

This explorer who has returned with the news that monkeys have a language does not bring any great thrill to us. We have known a number of "monkeys" that can talk.

Jess Willard is reported to be gathering in about \$1,000 a day from spectators who want to see him "working out." A good school teacher can make almost that much in a year.

"One of the chief qualifications of a policeman," remarks the Indianapolis News, "is a keen sense of smell." Too often, it might be added, it goes hand in hand with a well developed sense of touch.

Seizure of large shipments of ammunition consigned to Mexico would indicate that peace league prospects have not stopped preparedness projects of the fighting factions in our sister republic to the south of us.

Prof. Edward A. Ross of the University of Wisconsin says "women should pluck up courage now and run the world since they have the ballot." As the professor is a married man he ought to know that women ran the world long before they secured the ballot.

Chicago is asking the Illinois legislature for a law that will permit the city to say what part shall be reserved for residence purposes only. Omaha is supposed to have secured such a law from the Nebraska legislature, but the law is not self-operative. Somebody must do something if it is to be done.

In that promise to "clean up Omaha," the information was withheld that not less than two years would be required for the job and no assurance that a time extension would be demanded then. Had they only known, the voters might have exacted some kind of security.

Defoe's Robinson Crusoe

In this year of centenary celebrations we should not forget that Defoe's most celebrated story has attained the dignified age of 200 years. So much of a classic has this famous story become that its authorship is of secondary importance, for the tale is so unique in literary history that it is difficult to associate it with the personality of any writer.

Defoe was nearly 60 years of age when "Robinson Crusoe" was published, in 1719. The central idea of the book, that of a sailor marooned on an island, was not novel, as Marivaux made use of it six years earlier in his novel, "Les Efiets Surprenants," but Defoe's treatment of his subject was so new in its freshness and sprightliness that no one has ever suggested any similarity between the two. In fact, there is nothing which preceded "Robinson Crusoe" which can be cited as a model, and Defoe was entitled to all the credit which came to him for what Europe held as "an invention, a great unexpected stroke of British genius."

Defoe's life was well calculated to supply him with ample material for his writings, but probably the most fortunate thing for him in the gathering of material was the period he passed in Newgate prison, serving a sentence for seditious libel against the government. Here, making the most of his opportunities, he studied thieves, pirates, highwaymen and coiners, to his heart's content, which easily explains the lifelike realism of the characters which appear in the story. Defoe once wrote of himself: "I have some time ago summed up the scenes of my life in this distich:
'No man has tasted different fortunes more,
And thirteen times have I been rich and poor.'

SIZEUP OF THE STRIKE SITUATION.

To a strictly impartial observer, it looks as if the teamsters' and truck drivers' strike in Omaha were going the way of former strikes by the same unions. Whenever labor's demands reach the point that success is sought by resort to violence, public sympathy is antagonized and forfeited, and without the support of a sympathetic public, a strike can not make much headway.

In the present instance the labor leaders have put their cause in a bad light by assuming to control the streets of the city, saying in effect that they are not to be used for hauling except under permission evidenced by a "fair" card issued from union headquarters. Of course no community can concede the right to license street traffic to any but the duly constituted authorities, and if the strike hangs upon the enforcement of this "card" system it is on precarious ground.

As usual, too, grossly exaggerated claims and conflicting statements are being made from the two opposing sides, and the side claiming the most is apparently exaggerating the most. The fact remains that business generally, though slightly hampered here and there, is running along reasonably well, and no one who has business to transact here should hesitate to attend to it.

Where Medical Ethics Come In.

The point is now made, and made from the very highest source of medical ethics, that it is quite possible to overdo the new demand for registration of all alleged transmittable or contagious diseases. In the annual oration to the Medical Society of London, Sir John Tweedy, past president of the Royal College of Surgeons of England, talking on the subject of "The Medical Tradition," declared that while the air is thick with projects of reconstruction, and which lessen the responsibility of the physician or hamper his intellectual activities, would be detrimental to the authority and usefulness of medicine. He referred to the brilliant triumph of curative and preventive medicine in the war, largely the result of scientific research, but gave warning that the future of medicine "must still be determined by the ability, the personal character and the moral endowments of individual practitioners rather than by schemes of professional reorganization." Continuing, he declared:

While we have other names and other forms of disease than the ancients, and other means of healing, medicine is always the same. Modern medicine is on a surer and more positive foundation than in the days of Hippocrates, but the classification which he gave of the causation of disease and of the nature and significance of symptoms still hold good. There is, not, and can not be, absolute certitude in medicine. The most skillful physician can never be sure of curing his patient, but he can be sure of employing all his knowledge and skill according to the established rules of his art. There are two kinds of secrets referred to in the Hippocratic writings—one which might be called "trade secrets" and the other "secrets of trust," acquired in the professional intercourse with patients. "Trade secrets" have practically ceased to exist in medicine. There is nothing in the mode of conducting modern practice that any layman might not know. Professional secrets, "secrets of trust" are and should be inviolable except under the compulsion of a court of law, and even the courts of law have recognized a distinction between the ethical and legal aspects of these secrets.

On this foundation the conclusion is rested that the tendency on the part of the legislative and administrative authorities to encroach on the principle of professional secrecy may have to be combated. In the case of many diseases, as Sir John suggests, no harm may be done by "notification," but great personal and domestic misery may be caused if extended to diseases of a strictly personal and private character, especially if any stigma or immoral imputation were rightly or wrongly implied.

The ethics of the medical profession, turning on the confidential relation between physician and patient, cannot be lightly upset without needless grief. Before legislation goes much farther, the line will have to be carefully drawn else we will be, merely loading our statute books with more dead letter legislation.

Competition for the Big Conventions.

Signs are already pointing to a lively competition for the presidential nominating conventions of both the big political parties. To spy out the land and see which looks like the most attractive field, Kansas City has already put a special commissioner on the job following close upon an announcement from St. Paul and Minneapolis that the Twin Cities would offer bids. It is expected that Denver and St. Louis, as well as Chicago, will be presenting invitations when the time comes, all of them going on the theory that the conventions will be held in the middle west, not only for convenience of central location, but also to strengthen the lines in this section of the country, which will be the contested territory in the canvass for votes.

Chicago has been so often the favored convention city that the others seem to think it necessary to start a propaganda for "any place but Chicago." They concede that Chicago is the ideal meeting spot from every standpoint of accommodation. To offset this it is charged that Mayor William Hale Thompson has made Chicago politically unpopular, so that neither party can afford to have its presidential candidate nominated in the city that re-elected "Big Bill." Of course it is hardly safe to take this as conclusive, since the mayor of the city has little to say and much less to do in the matter and it is quite possible to conceive of one or both of the conventions going to Chicago anyway, not because, but in spite of Big Bill's occupancy of the mayor's chair.

The significant thing about the early start to capture the conventions is the widespread conviction it reflects that presidential politics will hold the center of the stage and rivet public interest during the coming months to greater exclusion of other subjects than for many a year. gating" to find something to warrant the federal administration interfering further in the Mooney case. The bomb throwing out at San Francisco was merely the prelude to the bombing of the attorney general's house at Washington. While every one accused of crime is entitled to a fair and impartial trial, sympathy for the bomb business is a discord in the times.

Now Sweden is trying to float a \$25,000,000 bond issue in the United States. Small stuff. And besides, we thought Sweden made so much money during the war that it would be ready to loan instead of borrow

Views and Reviews

What the Demolition of the Boyd Theatre Means

The definite announcement that Boyd's theater is to make way this year for a fine modern store building foreshadows not only a striking change in the configuration of the business district of Omaha, but also the demolition of what, when it was opened, was probably the finest amusement house in the west. When Governor Boyd put up this building, being the second show-house he had erected here, it was far in advance of all others, and it is a tribute to his foresight and enterprise that it should have held its own for nearly 30 years and would still be serviceable were it not crowded out by the march of business.

I happened to be away at the time the New Boyd theater was opened and so was not present at the initial performance which, as has been stated, was "Alabama," a war comedy, written by Augustus Thomas, and put on by A. M. Warner's New York company. It was a brilliant occasion, with all Omaha turning out to make acknowledgements to the man who had made it possible. From that time on, all the noted players and operatic performers entertained the audiences at the Boyd, and if its stage could write a history it would be a real contribution to the story of the drama in America.

It is worth recalling that when the Boyd was built it was on the very edge of the downtown district. The site had to be graded 15 or 20 feet and the theater stood for years surrounded by high clay embankments, the streets approaching it were ungraded and it was like crossing a sea of mud to get to it in wet weather. More than once, a "stuck" "hacks" carrying gaily dressed parties, "stuck" trying to get up to the entrance. The interior of the theater was several times redecorated and was always artistic and attractive until, to every one's disgust, the drop curtain was disfigured into a checker-board of hideous advertisements. The regrettable part of the destruction of the building will be that it extinguishes the name of Boyd, which has been blazoned day and night to the inhabitants of Omaha and to the stranger within our gates so long that the city will not seem the same without it.

The stories of Fred Thompson appearing in eastern papers make reference to his Omaha connections in such a confused way as to mislead. In partnership with the late "Skip" Island in the venture of Luna Park at Coney Island and the Hippodrome in the city, Thompson became a top-notch among showmen, but the chief part Omaha played in his rise and career was that his relations with Dundy began here. It may be reliably stated that Thompson drifted into Omaha just about the time of the opening of our 1898 exposition as a stranded seaman in the venture of Luna Park at Coney Island. He had a few friends here, but he was interested by a man named Roltaire in a midway concession known as "The Sinking of the Maine," a beautiful scenic motion panorama which those who witnessed it will never forget. To help Thompson out, he was engaged to direct the plans and superintend the construction of this miniature "theater" and while discussing it, met Dundy in Roltaire's office. Dundy employed him also for one or two other concessions he had at the exposition, but Thompson had no interest in any production here.

When Dundy caught the exposition fever along with the money he made at the Trans-Mississippi and went to Buffalo to do it over again, he took Thompson with him for a giant Ferris wheel stunt and spectacle known as "A Trip to the Moon." Buffalo proved ill-fated in more ways than one, involving in a financial disaster nearly everyone who invested there. The Omaha bunch considered themselves lucky, as "Skip" himself told me, to pull out with the money they had put in. The Ferris wheel was transported to Coney Island, (or was it first to Atlantic City?) and then the two partners developed the idea of modernizing the summer amusements of the metropolis. The result was Luna Park, named after one of the Dundy girls, built on a capital of \$25,000, supplemented with borrowings of \$600,000, a stupendous success. The success of Luna Park, which visited the place when it was at its height could easily imagine themselves back here on the Omaha midway, to say nothing of the familiar faces they saw in the office and around the grounds. When Thompson went into other ventures, and particularly after he left the finance and business judgment of Dundy, things did not prosper. The chances are he leaves but a small, if any, estate.

In the death of former Senator John C. Spooner, one of the great constitutional lawyers of his day, has passed out with but scant notice. The first time I looked in on the senate at Washington, now more than 30 years ago, Wisconsin was represented by Philetus Sawyer and John C. Spooner, two men of as opposite types as could be imagined. Sawyer, an aged, tottering lumber millionaire, who had made his money despite his lack of education amounting almost to illiteracy, and Spooner, a keen, sharp, dapper young attorney, smartly dressed, a ready and polished talker. In his autobiography Senator George F. Hoar pays tribute to Spooner's legal talents. Years afterwards, I happened quite by accident to be in the senate chamber when Spooner escorted LaFollette, long his implacable political enemy, to the vice president's desk to be sworn in, and again was struck by the appearance of the Wisconsin senators as two widely divergent types. Spooner was than the grave, and serious senator—LaFollette, brusque and bristling, in fact, one of the clever cartoons the next morning depicted these two walking arm-in-arm, caricaturing LaFollette with his pompadour as a bantam rooster. Spooner soon after resigned his place in the senate on the plea that as a poor man he owed it to his family to take up his profession in which his earning power would be much greater. He removed to New York and was in many big lawsuits, among them appearing for the Union Pacific in the merger case, and gradually dropped out of public life. His death comes as a reminder of the political prominence he enjoyed before his retirement from the senate.

Victor Rosewater

Now the Trackless Trolley

The trackless trolley car has found a welcome in a number of small New England towns, according to the Popular Mechanics magazine for June. The impulse behind the new invention is that this car without tracks to run on has come to stay and perhaps force its way into cities where the track-following trolley cars are going up into the air after higher fares to keep out of the bankruptcy column. The trackless car looks like a long autobus on wide solid rubber tires, and is lighted and propelled by electricity supplied through two parallel rails, an ordinary street car motor. It is claimed that the trackless outfit is much cheaper than the old style, because expensive rails, switches and signals are not required. More satisfactory in performance is another claim for it, because the swinging trolleys permit the cars to go anywhere in a 25-foot roadway to pass along vehicles, avoid uneven road surface and allow passengers to get out close to a sidewalk. It should hardly be possible that the small towns have more sense as to a street transportation system than the cities, but at least one writer on scientific mechanics seems to incline to that idea. The trackless car may be the most advanced street car service at fair prices.—Worcester Telegram.

Home Health Hints

Reliable advice given in this column on prevention and cure of disease. Put your question in plain language. Your name will not be printed. Ask The Bee to Help You.

Cold Storage and Disease.

For a long time it has been the custom, when few cases of typhoid fever occur in a community, to immediately impugn the character of the water supply. This attitude of mind is a legacy of the time when polluted water was believed to be the only source of this infection. Where large numbers of cases occur, and especially if they are not limited to one neighborhood, it is a wise precaution to suspect the drinking water. But where cases are reported sporadically, especially in communities which are supplied by a modern system, it is more logical to seek the source elsewhere. The modern method of food distribution is a marvelous development that is responsible to other inventions of the 19th century. Through it perishable articles are not only distributed from one point where the supply exceeds the demand to others where they are needed, but they are also held, in the case of certain foods, a year or more, if the supply is too abundant. Nor is the distribution of such things limited to the farthest boundaries of one country, but they are also shipped from one country to another across the widest seas.

All this has come about through the expansion of the cold storage business, and the use of refrigerators in homes. There is a large and ever increasing demand for various perishable articles of food out of season, so there is a constant demand for the refrigerator. Furthermore, this demand has stimulated the speculative zeal of those engaged in the cold storage business, with the result that "in other words" the refrigeration of perishable foods is conducted. So great at times is the demand for these commodities for storage, and for shipment to other parts of the country, that the localities where they are grown it is impossible to purchase in the local market either fresh fruit, eggs, butter, fruits, and vegetables, and the difficulty of securing these so carried to their source. Refrigeration does not necessarily kill infectious agents and animal parasites, and, in fact, it probably preserves them, and the difficulty of securing these so carried to their source. Refrigeration does not necessarily kill infectious agents and animal parasites, and, in fact, it probably preserves them, and the difficulty of securing these so carried to their source.

My reason for dwelling upon this phase of modern economic life is to draw attention to the possibility of communicable diseases being carried with foods from points widely separated and the difficulty of tracing those so carried to their source. Refrigeration does not necessarily kill infectious agents and animal parasites, and, in fact, it probably preserves them, and the difficulty of securing these so carried to their source. Refrigeration does not necessarily kill infectious agents and animal parasites, and, in fact, it probably preserves them, and the difficulty of securing these so carried to their source.

COST OF STOPPING A TRAIN.

What does it cost to stop a railroad train? It depends on the size of the train and its speed. Estimates run from about 30 cents for a light train up to as high as \$1.75 for a heavy train. The cost of stopping a train is not, of course, always great. The subject interests railroad men at the present time, we are told by C. C. Lusk, assistant general manager of the Pennsylvania, because the necessity of stopping at certain points is obviated by the use of signals, and it is desirable to know the cost of saving the time of the train. Mr. Anthony tells us that at railway crossings, in the absence of interlocking signals, the stopping of trains is generally required by law. The same requirement may be made by usage, or by the regulations of state railway commissions, and the cost is generally estimated by law. The same requirement may be made by usage, or by the regulations of state railway commissions, and the cost is generally estimated by law.

It is likely that many railroad officers view with some suspicion that estimates that have been prepared to show the operating economies effected by the installation of signals or interlocking, because of the fact that the savings are, besides, there may be little hope that the predicted benefits can be detected after the work is done. Nevertheless, in many cases the benefits are real, however difficult it may be to show beyond question their money value.

"Impossible as it may be to determine the saving with certainty, and difficult as it may be to see in the operating results the saving effected by eliminating certain stops, nevertheless this saving is the more certain, in addition to the direct financial saving there is the elimination of damage in starting heavy freight trains, and the general improvement in train movement in saving time on the stopping of all trains at a certain point. The cost of the damage to trains may be included in the cost of the stops, but, even if it is not, the indirect and sometimes quite far-reaching effects in the way of accumulating delays, both to the damaged and to other trains, may mean a considerable loss in the course of the year. So, with the general improvement in train movement. It is not merely a matter of saving so many minutes per train stop at the stop. The few minutes lost at a stop, when stopping at a crossing may mean a bad combination in meets and passes on all the rest of the run, resulting in many times the original delay before the terminal is reached; and other trains may suffer at the same time. If it is not always, or often, possible to show the money saving, on such derangements of the movement, the elimination of one cause of them means, as every one knows, real benefit thrown in for good measure, above more definite money savings.

"Although there is no quick and easy way of showing beyond dispute the saving of a season from eliminating stops of trains by installing interlocking in a given case, the result can, with proper conservatism, be estimated convincingly. As interlocking costs and the cost of stopping trains have both risen, though probably not in just the same proportion, it is safe to say that the relation, as estimated years ago, is not now very far wrong, or at least is not too favorable to interlocking for general purposes.—Literary Digest.

Royalty in Outdoor Sports.

Of all the feminine members of the British royal family Queen Maud of Norway, a daughter of the late King Edward, is the most ardent devotee of outdoor sports and pastimes.



Fresh Air Friends. Omaha, June 12.—To the Editor of The Bee: I have had occasion lately to ride on the skip-stop street cars a good deal and I have found out how uncomfortable the riding is on the cars. It makes no difference how cold the air may be, how hard the wind is blowing, nor how hard it may be raining, there are a lot of fresh air friends that as soon as they get on the street cars, their first act is to lower the windows until on some very blustery days there is not a window on either side of the cars that has not been lowered.

I have noticed that the ones who are most anxious to lower the car windows are young women with heavy furs on. If they are so hot when they get on the street cars, they should leave their heavy furs home in the summer time.

Talk about men wearing straw hats before some brainless fellow says you can wear them, it is not half so foolish as for women to wear heavy furs in the summer time.

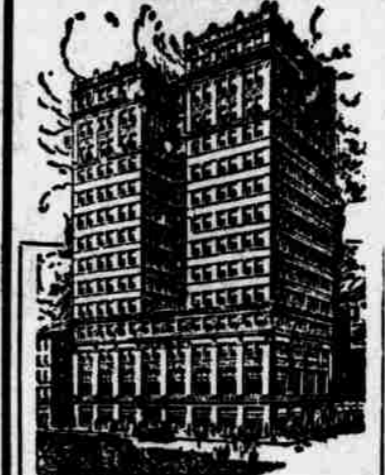
I am a strong believer in lots of fresh air, but some sense should be used in getting it as in anything else.

Half the colds people have come from riding on the street cars with very simple outdoor lives, but that Center street would be paved out through no man's land and on through the brush, where the dogs bark at strangers, to the Platte river. The money paid for the "man board" I wish to give a few facts as I understand them.

Since Compton has been commissioner he has gone to John Hofeldt, the largest grader in Douglas county, at \$1 a day more money than a Jefferson precinct man's bid. For the last two years Compton has run the Waterloo graders with his own teams, hiring Tom, Dick and Harry to run them. They commence when they please, quit when they please, and work when they please, and Compton passes on his own bills and draws his money and never has heard any protest? On last election day Compton sent out the county auto in the interest of John Hofeldt for sheriff. The county paid for the driver, the gas and oil and stood the wear and tear of the car and it was kept busy all day hauling voters to the polls for Hofeldt. Did you hear a protest? I want to know, if I want the taxpayers' money spent where it will do the most good to the greatest number. PETE NELSON, A Taxpayer.

Paris has a landlord who welcomes babies, to such an extent, indeed, that he allows every one of his tenants to live rent free for three months following the birth of the baby.

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TODAY

The Day We Celebrate. Edwin T. Swobe, investment securities, born 1874. Mrs. Johanna Gadsdki, celebrated operatic and concert singer, born at Anklam, Prussia, 47 years ago. Lieut. Gen. Sir Charles Carmichael Monroe, one of the prominent British commanders in the late war, born 59 years ago. Right Rev. Henry R. Granlon, Catholic bishop of Tucson, Ariz., born in France, 56 years ago. Rear Admiral Hugo Osterhaus, United States navy, retired, born at Belleville, Ill., 63 years ago.

Thirty Years Ago in Omaha. Members of Hillside Congregational church celebrated the third anniversary of Rev. H. C. Crane's pastorate. W. H. Bridge was master of ceremonies. The status of the plumbers' strike remains practically unchanged. Fred Pickens, W. H. Lacey, C. M. Champlin and William Brown are fishing at Iowa lake. The board of fire and police commissioners met. J. C. Sisson was appointed special policeman on the Omaha and Council Bluffs bridge.

SUNDAY SMILES.

"What are the luxuries of life?" "Things that were necessities two years ago."—Life. Bachelor—I kneeled to a woman? Never! All the time I was kneeling, she was kneeling—No; too much rheumatism! Judge. "Smith is mighty careless with the truth, but he's" asked Brown. "Yes," replied Jones. "Why, he'd deny a right after he had eaten a raw onion."—Knockout Journal and Tribune. "OUR FLAG IS STILL THERE." What loyalty, what warmth, what soul had Perry, when upon North Pole, amidst distress, and cold, and fog. His first thought was, the "American Flag."



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ALMOST A MILLION

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