

THE OMAHA BEE

DAILY (MORNING)—EVENING—SUNDAY

FOUNDED BY EDWARD ROSEWATER

VICTOR ROSEWATER, EDITOR

THE BEE PUBLISHING COMPANY, PROPRIETOR

MEMBER OF THE ASSOCIATED PRESS

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

BEE TELEPHONES:

Private Branch Exchange, Ask for the

Department of Particular Person Wanted.

For Night or Sunday Service Call:

Editorial Department, Tyler 1001.

Circulation Department, Tyler 1002.

Advertising Department, Tyler 1003.

OFFICES OF THE BEE:

Home Office, Bee Building, 17th and Farnam.

Branch Office: 4310 North 24th Park, 2015 Leavenworth

Branch Office: 614 Military Ave. South Side, 3318 N. Street

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

Branch Office: 216 Main Street, 2167 North 16th

DOUBTING THOMAS ON THE TREATY.

Senator Thomas of Colorado, of whose democracy and equal sanity there can be no question, finds himself unable to agree that the pending peace treaty with its accompanying covenant for a League of Nations, will accomplish the purpose for which it is framed. He sees in the "peace of force" promise of a future war. A league to prevent war accomplished by such a treaty is self-destructive, or else it destroys the treaty.

"Their ways are divergent, their objects antagonistic, their details insistent," he says. "The league, inspired by unselfish and uplifting impulses, typifies peace and reconciliation. The treaty, based upon passion and self-interest, embodies suppression, reparation, indemnities, partition, punishment."

The inability of Senator Thomas to reconcile in his own mind the conflict between the two is shared by many. Most people are agreed that Germany should be punished for enormous crimes against humanity. Also, it is a common desire that safeguards be set up against a repetition of these crimes. The more the present document is debated, the less it seems fitted to meet the ends it is intended to secure. This uncertainty is not allayed by the assertions of the democratic claqueurs, who reply to criticism only by repetition of phrases that do not contain fact, substituting continually, rhetoric for logic.

The "clarification of counsel" suggested by the president proceeds but slowly, but as it does make progress, the certainty of definitive reservations being made comes more and more into view. And the fact should not be forgotten that the treaty is now being discussed by a body of men whose patriotism, wisdom and personal ability is unchallenged, save by partisan blindness. When the senate has reached a conclusion and is willing to give its consent to ratification, we may be sure that American interests have not been sacrificed.

How Private Wealth Has Helped.

For many years one of the popular pastimes has been to rail at the possessors of great wealth. Those who are unfortunate enough to be encysted in mere money, buried deep enough to defy penetration from the outside, are alternately damned or ridiculed by the more favored many who never felt the burden of an incrustation of millions. Every now and then, however, the observer encounters something that serves to justify private control of considerable sums of wealth.

Such an instance is at hand in the form of Dr. George Vincent's report as president of the Rockefeller Foundation. Terse, succinctly, but vividly, Dr. Vincent has reviewed the work of 1918, telling of endeavors in many lands and in widely separated fields, but all tending to the good of man. War work in France, yellow fever work in Guatemala, educational work in China, anti-malaria work in Arkansas, the hookworm here, the fight against tuberculosis there, instruction in training camps, assistance to medical schools and to research work, and such like undertakings have occupied the expert investigators and administrators of the funds at the disposal of the foundation.

The beauty of this is that the work may be carried on continuously, with a definite and assured knowledge that the needed means are provided. No inquiry is likely to be checked at its critical point because of failure of congress or some other private agency to make the needed appropriation. Fancy what would be the case if the work of these investigators were stopped in full flight as was that of vocational education bureau, when the president vetoed the appropriation bill. Private control of this great work surely has its advantages, and the devotion of great private wealth to the purpose under terms and conditions that gives independence to the workers is really a splendid service to the public.

Cutting Off Fool Taxes.

Very soon the kiddies will be able to toddle up to the counter and get an ice cream cone, or a drink of soda water, without having to pay a war tax. The republican house has taken the first step to dispense with this bit of democratic economic foolishness. When Claude Kitchen was chairman of the ways and means committee, he announced his intention of making the north pay for the war. As far as he could, he carried out this purpose. In his exuberant search for subjects on which to levy freak taxes, he encountered ice cream and soda water. These are luxuries. It did not occur to him, nor did he trouble his mind after the fact was pointed out, that the chief consumption of these is among the children of the land. An impost of 10 per cent was slapped on and driven through, and for the first time in our history the babies of the land were compelled to contribute to carrying on a war, in order that the big cotton planters of Mr. Kitchen's home land might escape at least a portion of the responsibility. If the senate will now respond to the action of the house, it will soon be known whether the pennies extorted from the little folks are vital to the existence of the great American republic.

Work of the Transportation Corps.

The transcontinental trip of a detachment of the transportation corps of the United States army ought to have a distinct value. It has no spectacular feature, for the test given the motor truck in actual service in France was as severe perhaps, as any it may ever undergo. American highways at their worst do not compare with the shell-torn tracks over which the trucks were driven up to the very front lines. Nor is the crossing of the continent by such trains any longer an experiment. What will most likely come of the present trip, in addition to the knowledge gained of engine performance, tire endurance, and similar details, will be a "logging" of the routes, the condition of the roads, and a better understanding of what is needed to establish a great highway to connect the two oceans. The good roads movement is getting proper attention from the public just now, and its importance is better understood as the difficulties of the existing transportation problem become apparent. Any contribution the journey of the transportation corps may make to the knowledge of highways, routes and the like will be of service, for it will help to make certain the future of the nation's roads.

Treasurer Jamieson of the democratic national committee tells the donkey's followers he must have money. That has been the condition of the party ever since it was so patly described as "an organized appetite."

Baldwin's Beginning

From the Philadelphia Ledger.

"The history of the Baldwin Locomotive works has been a series of personal romances," said Alba Johnson.

"Matthias W. Baldwin's career was a victory of high character, industry and exalted motives over adverse circumstances. The story seems always new. Frederick Fraley has given me his personal reminiscences of Mr. Baldwin. He began as a jeweler, without a store. The house he occupied in Frankfort still stands, near Wissinoming station.

"Mr. Fraley told me that Mr. Baldwin every Friday afternoon took his wicker basket on his arm to peddle the jewelry he had made in the preceding week.

"Second street was then the chief retail street, and the jewelers along that thoroughfare would buy Baldwin's modest output directly from his basket.

"He was a deeply religious man, and it was a grief to him that his trade ministered to worldly vanity.

"He wanted to be a printer, for he held that this was the noblest art open to man since it meant the dissemination of knowledge.

"His business prospered, and he began to make bookbinders' tools. To dispose of his wares he opened a shop in Lodge alley, where he made calico stamps.

"Ellwood Pusey, who still continues the business, has informed me that he possesses some of the old Baldwin stamps.

"Mr. Baldwin wanted a stationary engine. He decided to build one for himself, and accordingly designed a 20-horsepower upright engine, which is still preserved at the Baldwin works and was in use up to five years ago.

"This episode turned his attention to the steam engine, and his studies had created a lively interest in the possibilities.

"At that time the Liverpool & Manchester railway was holding its locomotive trials, from which George Stephenson's 'Rocket' emerged triumphant.

"The mind of the public was engaged with the steam locomotive, just as it was with aeroplanics after the Wright experiments.

"The Camden & Amboy railroad imported four of Stephenson's locomotives, one of which, the 'John Bull,' is still extant.

"When the brig carrying the locomotives reached Bordentown, Baldwin went to see the pieces discharged. He said he could build one himself.

"Franklin Peale, brother of Rembrandt, had a museum where the old Masonic temple stood on Chestnut street west of Seventh, where he put up the three banks. He hunted up Baldwin and got him to build a little locomotive, with a gauge of 18 inches, to run around a track in the museum.

"Baldwin did not then entertain the idea of becoming a builder of locomotives exclusively.

"The promoters of the Philadelphia, Germantown & Norristown railroad saw his little locomotive and decided that one like it would attract excursion patronage.

"So they ordered a four-ton locomotive. It took Baldwin a year to make this. He had to manufacture everything—his own tubes, tires and pumps. There were then no collateral industries. He finished his engine in November, 1832.

"It was found to be too heavy by half a ton. The railroad refused to receive or to pay for it. As a result of arbitration he received \$3,000 instead of the \$4,000 he asked.

"The railroad, nevertheless, finally accepted the machine and advertised: 'The locomotive engine, manufactured by Matthias W. Baldwin, will run on fair days. On rainy days horses will be attached, as usual.'

"Baldwin said he was through with locomotive building; he would never make another.

"He didn't realize that there would be such a lively demand. The South Carolina railroad asked for one. Then the orders came in thick and fast.

"The stories of Dr. Edward H. Williams, of Mr. Parry and of Mr. Converse are likewise full of dramatic incident.

"Dr. Williams was born in Woodstock, Vt., a little place, numbering today but 2,500 inhabitants. His father was Judge Norman Williams; his mother was a woman of rare intellectual attainments. The doctor was one of five brothers. He decided on a medical career, and made a start at the primitive medical college in Woodstock.

"Then he became an interne at Bellevue hospital in New York—so that he had the best medical education the times afforded—and settled down to practice at Proctor, near Rutland.

"Almost overnight he became famous through his cure of Alexis St. Martin, the man whose skull was pierced by an iron bar as a result of a quarry blast. He used simply the ordinary antiseptic methods that are now universally accepted, but then the cure was sensational, for it was the first man that had survived such an injury.

"The Rutland railroad was then being built. Its chief engineer, a man named Sewall, boarded in the same house with Dr. Williams. The doctor was instantly inquisitive. If he went to sea he would be on the bridge with the navigating officer. Night after night he studied engineering problems with Sewall. He made admirable drawings.

"One day Sewall said: 'I have a request for an engineer to build a railroad in Canada. I'm going to name you.'

"I don't know enough," the doctor remonstrated.

"O yes you do," Sewall insisted. 'I know how much you know. If you stay here you'll be a country doctor, driving over the hills until you're gray. If you're lucky you may acquire a small competency. Transportation is to be the great industry of the future. The man who enters it will be the empire builder.' He painted so vivid a word picture that the doctor succumbed.

"As a result he turned his back on medicine and became a partner in the firm. It was a remarkable instance of a man who had made a brilliant success of one profession shifting in mid-career to another entirely different."

TODAY

The Day We Celebrate.

Viscount Haldane, former lord high chancellor of Great Britain, born 63 years ago.

Sir Eyre Crowe, long assistant under-secretary of state for foreign affairs in the British government, born 55 years ago.

John S. Runkles, president of the Pullman company, born at Effingham, N. H., 75 years ago.

Julius Kruttschnitt, corporate head of the Southern Pacific Railroad company, born in New Orleans 65 years ago.

John Sharp Williams, senior United States senator from Mississippi, born at Memphis, Tenn., 65 years ago.

Thirty Years Ago in Omaha.
S. A. Kitteridge, one of the new Paxton proprietors, arrived with his family and is prepared to take charge of the hotel. An important innovation will be the immediate opening of a cafe.

A large force of men with teams and wagons commenced the work of excavating for S. P. Morse's new store.

H. J. Heinz of Pittsburgh, proprietor of the large pickling works of that city, was in Omaha.

The city council voted \$7,500 for the erection of an engine house at Walnut Hill, provided someone would donate a lot on which to build.

Our Free Legal Aid

State your case clearly but briefly and a reliable lawyer will furnish the answer or advice in this column. Your name will not be printed.

Let The Bee Advise You.

Insurance.

F. M.—In March, two insurance men came to my house and insisted that I take a five year policy from them, as I could get it \$25 cheaper than they would take for only a year at a time. I told them it was impossible for me to do so then but they finally persuaded me to sign up for it anyway, saying that if I could not pay for it then they would make arrangements with a local bank so that I could pay it any time between then and December 1.

Nothing was then said about signing a note, but a few days ago I received a letter from them saying that the local bank was unable to make any more loans, and that they had sold my note to a bank in another town. As I have not drawn any benefits from this company and they have broken their agreement without first notifying me, am I bound to pay that note?

Answer.—If note is in the hands of an innocent holder for value before maturity, you will have to pay it.

Alimony and Divorce.

S. T.—Could you please advise me what to do? I am a married woman and left my man for two good reasons, for non-support and going with other women when I am true to him.

He is in Canada and promised to send me \$40 a month if I would come to this country to live and since I came he has only sent me \$12 a month to live on. Could you please tell me how much alimony I can get? Will I have to sue for alimony? I just got a letter from him saying that he would not send me any more money and he is making over \$115 a month. What will it cost me to sue for alimony? Could a lawyer in this state see to this business for me? Please let me hear soon as possible.

Answer.—You cannot recover any alimony as you cannot get personal service on your husband. You can sue for divorce if he fails to support you.

Division of Property.

E. D.—Will you please answer through the columns of your paper under the head "Legal Aid" the following question: My mother died, leaving my sister and myself two acres of land, and we cannot agree upon the division of the property. What is necessary for me to do in order to divide this property up between ourselves?

Answer.—You will have to employ an attorney and bring an action of partition. The property will then be ordered sold and divided equally between you.

Personal Injuries.

J. E. M.—A few years ago I was injured by being struck by a railway train. I settled with the company, but at the time did not know of certain injuries that have recently developed. Does the release that I gave at the time of making the settlement prevent me from suing again?