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The Bee's Platform

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

Planning for the Conference.

Quite as interesting as the Japanese attempt to secure omission of Far Eastern questions from the program for the Washington conference is the insistence of Premier Hughes of Australia that a preliminary pact be framed in London, before the big show opens. Hughes frankly states that Australia will not consider disarmament until the Pacific disputes are settled. These include the Shantung and Yap questions, which Japan insists are settled by the Treaty of Versailles and the mandate given by the League of Nations.

Here is the making of a nice little dispute, one that can not help but shock those ardent advocates of disarmament, who had convinced themselves that all that stood in the way was lack of agreement among the great nations to disband their armies and sink their navies. With the United States committed to the "open door" in China and Japan opposed; with the Yap dispute unsettled, disarmament sinks to second place as between the two powers. Willingness to discuss these questions, and to secure an amicable adjustment, resting on fundamentals and not on the selfish interest of one or the other parties, characterizes the approach of the United States. Mr. Hughes' letters, one with reference to the oil in Mesopotamia and the other concerning the Yap mandate, left no doubt as to the intention of the United States to stand firmly for its rights and those of other nations. Japan's attitude has all along lacked the element of frankness; bullying at Peking, yielding at Paris, and evading at Washington, the government at Tokio is open to suspicion that it now seeks an undue advantage.

Any preliminary agreement at London is unnecessary; the United States may or may not take part in a tripartite understanding with England and Japan, but if at all, it will be on a basis quite different from that underlying the Anglo-Japanese treaty, renewal of which is sought by the Japanese, but has met serious opposition in England and generally throughout the empire. At Washington costs will be laid on the table, face up, and the nations engaged will deal openly with the facts as well as the policies, so that any compact there entered into will have binding effect on all. Conditions, not theories, will undoubtedly govern, to the end that hopes of men will not be lifted up only to be dashed, but that some progress may be made in the direction towards the goal which now fills the eyes of all right-thinking people, of peace on earth and harmony and concord among the nations.

Freight Rates Must Come Down.

East of the Mississippi river is a demand for hay that can not be fully met under the present costs of transportation. In contrast to this shortage is the accumulation of hay which can not be shipped without a loss greater than if it were burned. The Omaha Hay exchange is authority for the statement that there are thousands of tons of hay throughout Nebraska carried over from last year through inability to market it profitably, and the statement is made that some meadows have been burned over rather than cut. In face of this situation which pinches the prairie farmer here and the dairy farmer of the east alike, it is clear that freight rates on this commodity must be reduced.

Marketing hay, it is pointed out, is not merely a matter of getting it to Omaha, for from here it has to be shipped on, a great deal having been sent to New York and to southern states when rates were lower. A milk producer in New Jersey recently wrote to Omaha for prices on hay and after comparing prices found that he could get alfalfa from California, shipped by water through the Panama canal for \$6 a ton less at any Atlantic port. This difference in price represented the difference in freight costs by water from California and by land from Nebraska.

It appears from this that not only are the inland farmers at a disadvantage, whether they live in Nebraska or Ohio, but that the railroads themselves are gradually losing a vast amount of traffic through stubborn and ill-advised maintenance of rates. Freight charges on farm products must come down.

Caught in His Own Trap.

An Iowan, intent on settling prowlers, fitted up a shotgun trap so that when a basement door was opened the load would be discharged. Then forgetting all about the deadly device, one fine morning he walked carelessly into the cellar and received a charge of shot from which he probably will die.

This is far from being the first time a gun trap has caught the man who set it. Not long ago an Omaha died from a device of this sort which he had installed in his chicken coop. Lapse of memory is so likely a thing when actions that are matters of habit are concerned that these traps for thieves are always dangerous to the men who set them. One who has gone each day to the cellar or to the chicken yards falls into doing so almost automatically, without the exercise of thought.

Innocent persons who know nothing of the trap also are endangered. A child or a neighbor could be made a victim without being guilty of any evil intent, for the gun set to go off when the door opens and pulls the trigger

makes no distinction of persons, filling just and unjust with shot. In all this nothing has been said of the justifiability of utilizing such merciless means against prowlers and petty thieves, but whatever may be thought on this score, this deadly trap is full of savage cruelty and as such is to be condemned.

Courses in Matrimony.

The proposal of a Chicago judge that courses in matrimony be added to the public school curriculum partially discloses a vista along which the imaginative man may well hesitate to proceed. Just how it proposed to anticipate the various things that young folks, and old ones, too, must learn when engaging in the uncertainties of conjugal undertakings will stagger the experienced. Perhaps that word uncertainty should be modified. Nothing can be more certain than the outcome of a marriage; if all goes well, and the partners are well balanced, it will run along to the happiest of conclusions, while if either is out of line with the other no doubt attends prognostication of the finish. So marriage holds none of the element of chance.

All the advice that ever has been or could be given as to what to look out for and what to do in the selection of a mate is wasted on the man or woman, no matter what the age, when the urge to matrimony manifests itself. A hen who persists in setting may sometimes be cured by immersion, but usually she will conscientiously devote herself to the carrying out of her sublime intent, even to nestling over a nest filled with dornicks or doorknobs. So it runs through all animate nature, male or female. What effect a prescribed course of study could have on such an impulse eludes even

Matrimony has been practiced for a long time under rules that have developed as the game went on, yet none of them departing very widely from the fundamental fact that two individuals of opposite gender feel, or imagine they do, an attraction one to the other. That is the spark that fires the train, and the history of the race supplies ample proof that it is a pretty safe plan to go by. A course in matrimony is well enough, but it is better obtained in a school from which there are no graduates sent out.

"Cities of Dreadful Streets."

The health commissioner of the City of New York undertakes to give Gotham clearance from the charge that its streets are unnecessarily dangerous by showing that in other communities more people are killed in proportion by automobiles than there. His compilation of figures is an indictment of American carelessness and disregard for human life that is shocking, but that does not mean that this city is entirely immune.

Los Angeles heads the list with a rate of 391 fatal accidents per million of population for the year 1920. Pittsburgh is next, with 332, and New York tails the list, with 166. Taking the population of New York at its claim of 5,000,000 for 1920, this means that over 900 lives are crushed out each year by automobiles there.

Such a toll is beyond reason. Death from an auto is invariably attributable to carelessness, and therefore is avoidable. This applies to Omaha as well as to New York. Reckless drivers are the menace, and their presence is as much of a danger to the careful driver as to anyone else. The driver who proceeds without due regard for the rights of others, who does not exercise at all times the prudent watchfulness that is essential to safety, is responsible for American communities becoming cities of dreadful streets. A speed demon on the streets is a potential murderer, and deserves to be dealt with on that basis.

Stopping a Treasury Leak.

The order of Charles G. Dawes, director of the federal budget, halting sales of government property and supplies until centralized machinery for disposing of them can be set up may add a good deal to the initial saving of \$112,000,000 which previously has been announced as a result of the budget system. Steel, cement, lumber, furniture, foodstuffs, clothing, ships, automobiles, buildings and many other articles of war equipment have been peddled by dozens of un-coordinated government bureaus. During the previous administration it was alleged that material sold by one department had afterwards been bought back by another, with handsome profits for the enterprising middleman. Hardly any taxpayer will doubt that much of this material has been sold at prices far below its actual value, although this advantage in few cases was passed on to the ultimate consumer.

As Brigadier General Dawes, the budget director served on the staff of General Pershing, being chairman of the purchasing board and general purchasing agent for the American Expeditionary Force. Later he was a member of the allied purchasing board and of the allied liquidation commission. He knows what some of these things cost, and he must be amazed at what they have brought. Creation of a central sales board ought to stop a big leak in the treasury.

The Ku Klux Klan may be organizing in Fremont, but news from Texas indicates that this gang of tar party artists is going to be badly disorganized down there. The I. W. W. has nothing on the K. K. K. when it comes to direct action.

The town of Ashland appears to have had a woman city attorney who understood that her job was to enforce observance of the law. We await the chorus of "I told you so" from those who have always claimed that women had no place in politics.

From now on every immigrant from Russia will have his story of a fortune confiscated by the bolsheviks. It will be a good deal like the myth of ancestors who came to America on the Mayflower.

Now that the Federal Reserve banks in New York, Boston, Philadelphia and San Francisco have lowered rediscount rates to 5½ per cent, the middle western districts may properly adopt a receptive attitude.

There is no moaning at the bar which is reported to be operating outside Long Island's three-mile limit. As Philo might say, "It's a sea of gurgling glee, with jollity on tap."

What does Judge Landis want to stir up congress again for; didn't it run up the white flag on the question of impeaching him?

Lake-to-Ocean Waterway

One Hundred Miles of Rapids Blocks the River at Present

This is the second of a series of articles explaining the significance of the proposed opening of the Great Lakes and the St. Lawrence river to ocean navigation. Economists estimate that the increased price of wheat alone, resulting from lowered export taxes, would add \$100,000,000 annually to the income of Nebraska farmers, to say nothing of other crops or other

By VICTOR B. SMITH.

The Lakes-to-Ocean highway, designed to bring the Atlantic seaboard to Chicago, Duluth and other inland cities, is not a dream. A large part of the work is already accomplished. It has been done by the Dominion of Canada, without help from the United States although the United States benefits in every degree just as does Canada. What is proposed now is merely to complete the project to build the final link which will enable the full use of other waterways complete or nearly so.

Canada has faith in the Lakes-to-Ocean route. Canada is spending \$90,000,000 for a new Welland canal, by which steamers pass from Lakes Erie to Lake Ontario, around Niagara Falls. The old canal was too small. The new canal will admit vessels up to 25 feet draft and 800 feet length. There are no such ships on the Great Lakes today. Canada could have saved millions of dollars by building a smaller canal. But Canada is building the New Welland on the assumption that Canada and the United States jointly will open the channel from Montreal to Ontario. Then, the big locks and deep draft of the New Welland will be needed.

The same sort of faith is shown by the city of Toronto. Toronto is spending \$25,000,000 for a joint harbor, industrial and public park improvement, approximately \$6,000,000 going directly into harbor work. Toronto has a population of half a million people; it is the second city of Canada. But it has no commerce today to justify a \$6,000,000 expenditure. It has none in sight—unless the St. Lawrence channel is opened to the sea. Toronto is preparing for that, is spending money on the faith that it has in the ultimate completion of the whole project.

One smiles today at thought of a great ocean steamer—the White Star liner Megantic, for instance—lying at a pier at Chicago. Yet, barring a few odds and ends of dredging and lock work that will cost only a few million dollars, only 100 miles separates the Megantic from Chicago.

Big ocean steamers, passenger liners and freight cargo vessels, dock at Montreal today. When work now under way is completed they can pass from Lake Ontario to Lake Michigan, or Lake Superior. They can pass today on a part of the St. Lawrence river between Montreal and Ontario. But 100 miles intervenes.

That is the distance of the big rapids of the St. Lawrence, between Prescott and Montreal. That is where the work still is to be done, if Nebraska farmers are to ship their grain by low-cost sea transportation direct from Chicago to Europe.

There is a drop of more than 250 feet in the water level of the St. Lawrence between Lake Ontario and Montreal. That is 100 feet more than the drop over Niagara Falls.

To get around the rapids which this drop entails, it is proposed to build a huge dam, which will back up the water in the St. Lawrence and wipe out certain of the rapids, though not all. The proposed dams have a total fall of 230 feet. Ships will pass the dams in locks, two of which alone will have a lift of over 70 feet each. The water will be used for hydroelectric power. The fall is 80 feet greater than Niagara (50 per cent higher) and the volume of water is all that passes over Niagara plus very considerable increases accumulated from springs and streams entering the St. Lawrence and Lake Ontario. Niagara is acclaimed as the greatest water power field in the world. Electric power from Niagara is used today in Windsor, Ont., 220 miles away, and is about to enter Detroit. But this proposed St. Lawrence development exceeds Niagara nearly eight fold.

The real work involved in the proposed St. Lawrence river improvement centers right here in this single 100 miles stretch. For a part of the distance, the river is the international boundary between Canada and the United States; part of the way, it lies entirely in Canada. Details have yet to be worked out, but no one assumes that the United States will command less than half of the electric power generated by the entire project.

In fact, the United States stands to benefit not only in proportion to its share of the investment in this 100-mile development, but in most of the Canadian government's own work as well. Treaties between the United States and Canada forbid either nation to charge tolls to vessels in international waterways. Canada's \$90,000,000 expenditure for the Welland canal is an absolute expenditure, without hope of direct return. Ships of the United States, which is spending not a penny on the canal, can pass through it without tolls, just as will vessels of Canada and other nations. Canada is spending \$90,000,000 because of the indirect returns it expects to accrue to the commerce of its cities and to the producers of the commodities which it has to sell, principally the products of the farm.

Canada is spending \$90,000,000 on one lump for part of the Lakes-to-Ocean highway and stands ready to spend more. Canada has 8,000,000 people, raises only about 10 per cent of the grain that the United States does and has but limited manufacturing facilities as present. But Canada has faith in the future, particularly the future of sea-shipping and hydroelectric power.

Contrasted with what Canada is doing, the proposed St. Lawrence project is trifling. It contemplates a \$250,000,000 improvement, by joint effort of the United States and Canada, under terms which mean that the project will finance itself, that the entire cost will come back in the revenue from the sale of electric power, that the taxpayers will pay not a penny.

(A third article on this subject will appear in The Bee Monday, with others to follow.)

Family Singing

"Why," asks a contemporary writer, "do so few parents nowadays sing either to or with their children?" She goes on to urge a revival of this fine old custom.

Perhaps, as she suggests, the phonograph, with its music-making facilities, or the automobile and the movie, forever dragging people from their homes, or jazz with its exotic and difficult cadences, have driven the old sweet airs and the habit of family singing from the American homes.

Old hymns of noble verse and nobler music, beautiful old ballads in setting of simple but perfect melody, are a valuable part of the equipment of any life and memory. Every little while music of real merit is produced which should be added to the collection as pearls are added to a string.

Home in which such songs are sung, homes in which fathers and mothers sing such songs first to and then with their children, are among the greatest influences of civilization. More important than the songs or the singing is the habit instilled in early life of finding pleasure in home itself.

A Long Step Forward.

There is no promise of a millennium in which there shall be no wars in the conference called by President Harding. But any forward step will be an achievement in practical idealism of great importance to the world—Kansas City Star.

Moonshine Is High-Power Stuff.

The Chicago police are talking about dynamiting a still. What with the contents?—Detroit Free Press.

How to Keep Well

By DR. W. A. EVANS

Questions concerning hygiene, sanitation and prevention of disease, submitted to Dr. Evans by readers of The Bee, will be answered personally, subject to proper space. Address letter to Dr. Evans, 1000 Lake Street, Chicago, Ill. Enclosed, addressed envelope is enclosed. Dr. Evans will not make diagnosis or prescribe for individual diseases. Address letter in care of The Bee, Copyright, 1921, by Dr. W. A. Evans.

MISS HYPPOCHONDRIA,
FLAPPER.

I have a letter from a girl 17 years old. It is 44 pages long and it she gives many symptoms and asks for medical opinion. But, since many of the questions carry lettered sub-questions the actual number of questions and sub-questions is 324. She wants a full answer to each.

From this letter I learn that within a year she has had two operations in which she has had a total of four tons removed. She has abdominal pains, constipation, diarrhea, flatulence, constipation, etc. She wants to know why she has had so many operations.

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