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DAILY (MORNING) — EVENING — SUNDAY

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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 Throughfares 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.

Who Killed Virginia Rappe?

It is too soon to send "Fatty" Arbuckle to the gallows, although he stands in perilous fix as a result of his misconduct. When the machinery of the law has ground out all the facts, then will be known the extent to which the film star is culpable. Pending that issue, we may give some consideration to the wider responsibility for the tragedy.

If scandal has marked the growth of the moving picture industry, a share of the blame greater than the half must be borne by the people. Long ago the managers discovered that a hint of the ruse served to bring patrons in shoals; if the salacious could be touched upon, then the success of the venture was assured. The mainpring of the screen drama has been sex against sex. Play after play has been presented, the argument of which is that the heroine could descend to the lowest depth of degradation and then by a marriage with a noble youth restore herself to social life not to physical purity. Other plays have shown how a wayward boy could violate all the laws of God and man, and then through the saving grace of a girl's pure love be lifted to a place by her side. Every sentiment of humanity has been outraged, no revolting detail of bestiality has been spared, and the American people have gazed and paid for gazing at scenes that should shock, but seemingly have not.

It is any wonder that the Pickfords, the Fairbanks, the Chaplins, the Arbuckles, feel they have a right to do what they please, when they please, and how they please? They are commissioned by the American people, who have ignored or laughed at their immorality, and lavished on them such wealth as ought to be a source of national shame.

Motion pictures may be clean; most of them are; in fact, the greatest of them are irreproachable from a point of morals. Actors can live cleanly; thousands of them do. Talent does not require smut as a stepping stone to success. However, patient merit does not always imbibe courage from the spectacle of the unworthy worshiped by the multitude.

It is not caring what "Fatty" Arbuckle does, so long as he is funny in the film; what the private life of any of them is, so long as they are entertaining or amusing in public, which has encouraged them to go ahead as they have. If Arbuckle had thought his "party" at the San Francisco hotel would have brought a reduction in his income, he would not now be in a felon's cell, accused of murdering a girl who engaged in the orgy with him. He knew the American public would pay to see his pictures no matter what else he did, so he indulged himself after his whim. The people can not divest themselves of at least moral responsibility for "Fatty" Arbuckle and Virginia Rappe.

Cuba's Financial Muddle.

A peppery leader of the Cuban liberal party publicly complains that the delegation recently sent from Havana to Washington was coldly received. He seems indignant that the \$50,000,000 sought by the callers was not forked over forthwith, and resents our government suggesting methods whereby the wreck in Cuba may be salvaged. He, and the American propagandists on behalf of Cuba as well, ferg that the financial street which has overtaken the islanders is the direct result of an effort made deliberately to hold up the world on sugar. When Americans were paying 25 to 30 cents a pound for refined sugar and going on short rations at that, the Cuban sugar planters were riding the world with whip and spur. Havana banks loaned money on sugar that it might be withheld from market in order to maintain the price. No matter what brought about the collapse, it came, and the greedy, avaricious speculators were caught in the crash. Cuba's finances are in precarious condition, yet that entails no obligation against us to loan money that will be needed to restore the island government to health. General Crowder has once more set aright the peculiar politics of the natives, and in the ordinary course of business the situation down there will be righted, but it does appear unreasonable to ask Americans to liquidate a debt that grows out of the effort of the sugar pirates to raid the homes of the United States.

Ak-Sar-Ben's Curtain Raiser.

Ak-Sar-Ben, in the parlance of the track, get away to a flying start this week. The grand old monarch, about the only one of his kind now alive, will come to the barrier with breast heaving and nostrils dilated, eager to make the plunge into the fast facilities. For a curtain-raiser to the "big show," a program of mixed races is to be set before the king this week, in which horse, man, airship, automobile and perhaps other moving things will compete. It is about as diversified as such a program possibly could be, and exhibits fairly the temper of the king and his court. Action is what they crave, and that is what has been provided out at the exhibition grounds. From Tuesday to Saturday it will be a swiftness-moving procession of events, and the blood that will not stir in response thereto is sluggish indeed. Next week the main celebration will be ushered in, but the proceedings of the current week will be something more than an appetizer. This is a year for celebration. Crops are good,

the prospect for fall business is most encouraging, and whatever else may be true, Nebraska will be neither cold nor hungry during the winter that is now not so very far away. So it is well to join with the merry monarch in a few days of genuine rest and pleasure before taking up the last active preparations for the long winter's campaign. Go to the races this week, and attend the carnival next week, and you'll feel better all winter long.

Should Railroads Be Self-Supporting?

Railroad earnings for last July amounted to almost \$70,000,000, which is to be compared with a deficit of almost \$12,000,000 in the same month of 1920. By economical management, reduction of wages and enforcement of high rates the net operating income has been brought up to 4 1/2 per cent of the valuation, still somewhat short of the 5 1/2 per cent profit which the Interstate Commerce commission was instructed to assure by the transportation act of 1920.

The movement for a general reduction in freight charges will find no encouragement in these figures. Through a policy of cutting tariffs on certain commodities, as on live stock in the west, the transportation interests evidently are counting on decreasing the pressure on them without making any general concessions.

The railroad problem is far from solved, and restoration of the transportation business to a profit making basis quite conceivably would only be at the expense of the directly productive industries. To quote from a financial publication of high standing, "It is doubtful whether we are not penny wise and pound foolish in insisting that our railroads shall be self supporting." This expert goes on to say that he is disposed to believe that if costs of transportation were cut in half, and if the people as a whole were to pay, through taxation, the resulting loss to the railroads, the gain in our aggregate national wealth would far exceed the additional revenue which the government would have to provide, but that taxation, in order to make good the loss to the railroads.

This remarkable idea is best explained by reference to the fact that the item of freight always appears whether the product has been shipped or not. Omaha, for example, is unable to buy sugar any cheaper for the fact that it is produced in quantities in the beet fields of western Nebraska. The cost of bringing in sugar from the more distant source of larger supplies governs in this as in other instances. Denver, with immense sugar refineries only 18 miles away, pays a price for their product based on what the freight would be if it were shipped from San Francisco. Steel made in Gary, Ind., and sold in Chicago, has included in its price an amount equal to the cost of shipping from the basic point of Pittsburgh to Chicago. Cement, wheat, flour and many other items fare in the same way.

This is not the fault of the railroads, and the fictitious freight charges are not collected by them. But it is plain to see that the lower freight rates are made, the lower prices will be, not only on articles shipped into a community, but on those which have never been on a train, but are sold where produced. The actual saving made by reducing freight charges, then, would be greatly in excess of the bare amount saved on products actually shipped. This was what must have been in the mind of the financial writer when he expressed his misgiving over the effort to put the railroads on a self-supporting basis.

A proper readjustment of the business of buying and selling that will take into consideration the actual facts, and not a supposition, an unnatural state of affairs, will also do something to relieve the situation. If, for example, Omaha could buy things produced in Omaha without having to pay freight charges the railroads never collect, we might be better able to meet the tariffs actually levied.

Playing With Phrases.

The inconstancies, who have not been able to see anything good in the Harding plan, are juggling words again in a vain attempt to cast suspicion on the coming conference at Washington. Senator Hitchcock expresses regret that the president did not select as delegates men who are more thoroughly committed to disarmament. This is directed at the statement by Secretary Hughes that the conference will waste no time in discussing the impossible. Limitation of armament will be considered, a reasonable effort to establish by agreement a condition of affairs that will end the heavy expense of maintaining huge armies and navies. We may conjecture who it was Senator Hitchcock, had in mind. Borah, Johnson, LaFollette, for example; these were lately pilloried in the senator's paper by a cartoon representing them as skulking while the war was on but now rapturously attacking the nation with whom we were associated in the prosecution of the war. Such is the consistency of the opposition to the president's program. They play with phrases, like the witches with Macbeth, keeping the word of promise to the ear and breaking it to the hope. America's destiny is plain enough, but its fulfillment requires that she stand upright, holding firm to her leadership, and by setting an example of self-respect teach other nations to do the same. An end to war is sought by all, and the people of the United States are willing to point the way, combining the ideal with the practical to the end that happiness and not disappointment will be the result.

South Dakota is thought of as almost wholly an agricultural state, and yet only 117,246 of its citizens are engaged in farming; this is 54.1 per cent. There are 22,026 engaged in trade, 26,351 in manufacturing, 13,796 in the professions, 12,823 in transportation and only 1,435 in mining.

Still Cuba is not to blame for wanting Uncle Sam to pay her bills; she has had plenty of encouragement from others no more entitled to help.

Leon Bourgeois also regrets that the United States did not join the League of Nations, but he may yet come to understand why we did not.

A gain of \$10,000,000 in Omaha bank deposits looks awfully good, however small one's own share may be.

Just as soon as this land is socially standardized we may sound "taps" for democracy.

The grand jury may let a few wild cats out of the bag before it is done.

It looks as if the "movies" were finally to be cleaned up.

It pays in the end to be decent.

Mr. Ford's Railway Miracle

Success With D. T. & I. Due to Lower Tonnage and Higher Rates.

(From the Railway Age.)

The "railroad miracle" which Henry Ford is supposed to have wrought by converting the Detroit, Toledo & Ironton from a deficit incurring property to a profit earning railroad in a few months has been due, not to any change in the method of operation but primarily to an increase in the average freight rate per ton per mile. It is pointed out in this issue in turn to, first, "a great change in the character of the traffic handled," and, second, "the fact that the Detroit, Toledo & Ironton has been able to use the large volume of traffic originated by the Ford interests to secure larger divisions of the through rates on all traffic handled partly over its lines and partly over other lines."

During the four months September to December, 1920, inclusive, after the present railway rates were fixed," says the Railway Age, "the D. T. & I. handled an average of 49,246,000 tons in revenue freight per month and had freight earnings averaging \$493,800 a month. In the months of April, May and June, 1921, the road handled an average freight business of 37,093,000-ton-miles a month and earned from it an average of \$694,203 a month. In other words, its average freight business in these three months was almost 25 per cent less than in the last four months of 1920, while its average monthly freight earnings were more than doubled. In the last four months of 1920 its average rate was 1 cent per ton per mile. The average rate per ton per mile in April, May and June, 1921, was 1.88 cents, 88 per cent greater than in September, October, November and December, 1920. The average rate of all the railroads in the country is only 1.23 cents.

"To what was this remarkable increase in the average rate per ton per mile due? Chiefly to two things: First, to a great change in the character of the traffic handled. Mr. Ford began his railway practically all of his freight business, and the freight handled directly and indirectly by him, was mostly of a high grade of relatively high grade commodities which pay a rate much higher than the average. Meantime, the amount of coal handled by the railroad greatly decreased. Coal being a bulky and cheap commodity, it pays a rate much smaller than the average. This change in the character of the traffic alone would have caused a large increase in the railway's average rate.

"Secondly, the D. T. & I. has been able to use the large volume of traffic originated by the Ford interests to secure larger divisions of the through rates on all traffic hauled partly over its line and partly over other railroads, and the great bulk of the D. T. & I. work consists largely of through traffic. Both the change in the character of the traffic and the larger divisions of the through rates obtained by the D. T. & I. have tended to increase its average rate per ton per mile and the only real change which had been made on the D. T. & I. up to July 1 was in the conditions which determined its average rate per ton per mile.

"But how about the reduction of 20 per cent in its local rates and the advance in the wages of its employees which have been so widely advertised? Neither of these went into effect until July 1, or later, and therefore neither of them had anything whatever to do with the increase in the railway's net earnings which have been so widely exploited. We shall have to get later data than are now available before anybody can say what is the effect of these changes in important particulars.

"It has been said, however, that Mr. Ford is so completely convinced of the desirability of a general reduction in rates that he has proposed that a reduction of 20 per cent be made in the rates of all railroads. It is not our purpose to impugn Mr. Ford's motives, but there are certain important facts about this proposed reduction in rates which are worthy of consideration. The Detroit, Toledo & Ironton now runs at the rate of approximately \$8,000,000 a year. Therefore, other things remaining equal, a reduction of 20 per cent in them would reduce the road's earnings by about \$1,600,000 a year. On the other hand, the freight bills paid by the Ford industries to all the railroads amount to from at least \$15,000,000 to \$20,000,000 a year. Therefore, a reduction of 20 per cent in freight rates by all the railroads would reduce the freight bills of the Ford Motor company by \$3,000,000 to \$4,000,000 a year. In other words, Mr. Ford as a shipper would be sure to gain millions of dollars more by a reduction in rates than he could possibly lose as a railroad owner. Most of the other railroads of the country are not intimately connected with large manufacturing concerns which would save millions of dollars annually by a reduction of their freight bills.

"The Railway Age had its doubts as to whether even Mr. Ford could strike the stone of railroad operation and make floods of profits immediately burst forth. He has demonstrated in the manufacturing business that in certain ways he is one of the greatest geniuses of the age. His success in the automobile business has been such as to indicate that if there is any man in any other line of business in this country who could step into the railroad business and soon gain extraordinary results, it is Henry Ford. We were skeptical, however, as to whether it was possible within the short time he had ordered the D. T. & I. for even Mr. Ford to work such a miracle as was attributed to him.

"The results of an investigation made upon the ground and of a study of the official figures regarding the operation of the D. T. & I. show that under the Ford management, the financial results of the Detroit, Toledo & Ironton have been very greatly improved. The also show that no miracle has been worked. The results obtained thus far have been due almost entirely to the circumstance that the ownership of the Detroit, Toledo & Ironton has been acquired by one of the largest manufacturers in the country, and that Mr. Ford has used his position as a very large shipper to do things on the D. T. & I. which neither he nor anybody else could have done without being such a large shipper. The Detroit, Toledo & Ironton now has much the same relationship to the Ford Motor Car company that the Duluth & Iron Range, the Duluth, Missabe & Northern and the Lessemre & Lake Erie have to the United States Steel corporation. These steel corporation railroads have been for many years among the most prosperous railroads in America. They have been very well managed, but their prosperity has been largely due to the fact that they have been owned by an industrial concern which controls a vast amount of freight.

"Meantime, no man who is capable of studying the facts about the management and operation of a railroad and drawing rational conclusions from them will say that Mr. Ford has yet worked a miracle on the Detroit, Toledo & Ironton."

What's Business Between Friends?
French purchasers of supplies left behind by the American army were willing to send them over and undersell the United States markets. There are impulsive moments in every life when it is difficult to allow friendship to interfere with business.—Washington Star.

One Ray of Cheer.
There are so few pleasant features of the new tax bill before congress that it were ungrateful not to take notice of some of them. One especially is the fact that Representative Claude Kitchen is writing the minority reports on it this time.—Kansas City Star.

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 limitation, where a stamped addressed envelope is enclosed. Dr. Evans will not write in care of The Bee. Address letters in care of The Bee.

LEARNING FROM CHILDREN.

"The Physical Growth of Children From Birth to Maturity" is the title of a study made by Dr. B. T. Baldwin of the University of Iowa. It gives too much technical detail for the lay reader. In consequence it will not appeal to him, but school teachers and physicians, who care for children, will get from it just the information they want on the questions discussed. I wish I could quote a few thousand words of conclusions and words of truth from this study, but I must confine myself to a few hundred.

It is more important to base a child's activities on its physiological and chronological age. In other words, clothing, posture is the child rather than the boy old is he or how well developed are his bones as shown by the X-ray.

In physical training the plays and games should be selected on the basis of the child's age and the age selected should be the physiological. This means that the parent and teacher should take their cues from the child's natural tendencies. It should be the basis of all physical training, whether of school work. No child should be promoted or demoted without taking into consideration his or her physiological condition.

Baldwin says: "Child labor legislation should take into consideration the physiological development of the child or girl at the age and school standing."

Girls mature more rapidly than boys. They grow faster through growth through grades of a different kind, and are allowed to work earlier.

Religion, as well as the age and school standing of a child, is of more importance than the satisfying of idle curiosity. It is of value in determining policies of vocational training, and in the social activities, and periods of maturation.

Baldwin's observations on the influence of racial stock, of city conditions, of life, of toxics, of alcohol, and nutrition, and of various diseases on the rate of growth are illuminating.

For instance, he found that for some reason tonsil and adenoid trouble influenced early growth material. If a child has tonsil trouble, it has caused them to grow rapidly at the start, the bottle-fed babies had caught up in weight and height by the end of the first year provided

Bryan at Baltimore

(From the Baltimore American.)
The controversy concerning William J. Bryan's intentions at the national democratic convention of 1912 has never been settled to universal satisfaction. The account of the Bryan strategy will have a large share of weight. Mr. McCormack's article in last Sunday's American appears to shed a lot of light on the charge that the Peersless One was untruthful in the matter of his own sense of the world, first, last and all the time at Baltimore.

The Nebraska—perhaps we should say the Ford—was the candidate before that convention. He was ostensibly interested only in the nomination of a candidate who could be counted on to uphold and champion the so-called progressive ideals native to the Bryan intellect. Mr. Bryan, McCormack says, advised the Bryan delegation that certain delegates between Wilson and Clark and then when an evident impasse had been reached, he had arrived here to see to it that Bryan was not nominated. Bryan was too fortunate, from the Bryan standpoint, in the character of his support and he could not be denounced as a tool of the "interests." Therefore, he must be persuaded or bulldozed into withdrawing.

But for the character of the man at the head of the Wilson forces Mr. Bryan probably would have succeeded in his purpose. But McCormack was in the right to the death and had the nerve to stick. He fought on and he put Wilson over and so on the whole, the Bryan strategy was a success. Bryan's last chance for the presidency.

Therefore, to McCormack, a man of no particular national consequence who had been with the Wilson cause and of no particular consequence after Wilson was actually elected, the country owes not unlikely a vital check on the whole national history at the moment when the very life of the nation may have hung upon the character of the man in the White House.

If Bryan had been nominated in 1912 he certainly would have been elected. The chances are he would have been re-elected in 1916, because the thing that elected Wilson in 1912 was his peace talk. Mr. Bryan not only talked peace, but he could have been counted on to stay at peace regardless of the desperate menace of an on-rushing Germany.

To carry the possibility still further—if an unknown, a man named McCormack, had not been possessed of, we might say, an obsession to bring about the election of a certain individual to the presidency, and a certain other individual, Bryan, had secured the prize, Germany might today be overriding the world, with the allies and ourselves in the dust of its wheels.

It is not too late, but he did go in before it was altogether too late. But Bryan never would have gone in. We can bank on that.

Intoxicated Motorists.
In Massachusetts this year, to August 15, 122 automobile accidents resulting fatally have been due to the use of intoxicating liquors. This is a new high mark in that state for carnage of this classification; 134 deaths were reported during the same period a year ago.—Providence Journal.

Paddle Our Own Canoe.
We have simply got to cut expecting miracles from the government and paddle our own canoe.—New York Times.

Four Projects Suffer Setback

Council Rejects Committee Reports on Street Improvements.

Reports of special committees on the following property improvement projects were rejected yesterday by the city council committee of the whole:

- Widening of Twenty-fourth street from Pacific to Cuming.
 - Widening of Twentieth street, Leavenworth to Dodge.
 - Opening of Twenty-second street, Howard to Dodge.
 - Widening of Harney street, Twenty-fourth to Twenty-sixth.
- It is understood rejection of the committee reports will be equivalent to indefinite postponement. Members of the council are inclined to favor the Harney and Douglas street projects, the former only between Twentieth and Twenty-fourth street.
- "I favor all of these improvements and feel confident that they will ultimately be accomplished," said Mayor Dahlman when voting against Twenty-fourth street widening.
- The city council, in regular session, will announce its policy on these subjects at an early date.

'Quickserve' Resumes After Slipping a Cog

After frothing sailing along channels of credit men and poor business, the good cafeteria "Quickserve" is again on its way, full steam ahead, in charge of Mrs. Lillie E. Baker, for 11 years in charge of the Y. M. C. A. cafeteria.

When Harry Wilcox, the handsome proprietor of the place, left Omaha on the Elks special for Los Angeles last July, the "Quickserve" was placed in charge of Harry's three sisters-in-law, Florence, Helen and Estelle Siedel. Miss Mary Brewer, pianist, who helped finance the business to the tune of \$400, played piano while the business went on its downward path. Finally the place was closed for lack of credit.

With Mrs. Baker at the helm, the good cafeteria "Quickserve" is again sailing a merry path of popularity. One of the familiar faces behind the counter is Mrs. Clara Cross, who insists the former manager double-crossed her.

Acre Farm Gives Omahan Wealth

Revenue From Eggs and Honey Brings Prosperity After 20 Years.

Revenue from eggs and honey of a one-acre "farm" on the outskirts of Omaha, cultivated for 20 years, has brought prosperity to Anthony Johnson. His success is the outgrowth of an experiment on a small city lot when his worldly possessions numbered 12 stands of bees.

Mr. Johnson says he has solved the question of the minimum amount of land upon which a farmer can live and rear a family and at the same time maintain an average standard of living. Economists and experts argue from 5 to 40 acres, Mr. Johnson says. His own opinion is just one.

When he started, Mr. Johnson knew little of farming and of the culture of chickens or bees. "Because of this, I passed through the period of bee diseases and other devastations during my experiments," he said. "Finally I was successful and after 10 years added chickens to my farm products. Painstaking experiments gained from bee culture aided in the development of my chickens, although the two specimens are widely separated in their raising."

Knowledge, system and persistent tenacity for exactness in all the details of care Mr. Johnson regards as the cornerstone of his success on a single acre.

Payment to Depositors In Pioneer State Starts

Paying off of about 250 depositors of the defunct Pioneer State bank started yesterday at the State Bank of Omaha.

A. L. Schantz, receiver for the Pioneer State bank, said there was a total of about \$40,000 in time certificates, cashier's checks, individual and bank accounts to be paid.

Committeemen to Meet

All committee members of the Chamber of Commerce will meet at a dinner to be given at the Chamber of Commerce this evening at 6 o'clock. Plans for the coming year will be discussed. The meeting will continue not more than two hours, according to J. David Larson, commissioner.

Three Omaha Hotels of Merit—

CONANT SIXTEENTH & HARNBY	David B. Young, Manager • Rates \$2.00 to \$5.00
SANFORD NINETEENTH & FARNAM	Joe P. Egan, Manager • Rates \$1.50 to \$3.50
HENSHAW SIXTEENTH & FARNAM	Joe H. Keenan, Manager • Rates \$1.50 to \$3.00

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