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THURSDAY, AUGUST 11, 1921.

Transportation First.

THE expenses of the government are to be reduced enough to permit a reduction of over \$500,000,000 in taxation under the estimates of Secretary Mellon. This certainly is good news. Among the taxes to be estimated, or reduced, are those on ice cream, soda water and the like "necessity" variety; on excess profits, and the higher surtaxes on incomes. There will be no increase in letter postage and no bank check stamps, while the \$2,000 exemption on corporations will be retained and the flat tax increased to but 12 1/2% instead of 15 per cent.

The reductions are to be retroactive for 1921. But there is to be no reduction in the tax on railroad traffic until 1922. It is then proposed to make a horizontal cut of one-half and wait until 1923 to make transportation of the other half. In our judgment the first tax that should be repealed is that on railroad traffic. Theoretically it is the most equitable of all, as it is paid by everyone. It is, theoretically, a widespread charge. Actually, it is the worst of all.

It does not come from railroad income, nor from railroad revenues. It is a very material increase in all freight and passenger rates which stand now at the peak. The bulk of freights are on so-called commodities which consist almost wholly of raw and semiraw materials which have quite generally dropped in price to, or near the, par level. It is known to everyone that the fundamental requirement for a resumption of business lies in the revival of transportation. Yet the government helps materially in stalling this revival of this tax, which is a considerable increase in already overhigh freight rates.

Railroads are the greatest employers of labor and the largest buyers of manufactured goods of great variety. Their prosperity is the key to national prosperity. The government is a decided factor in halting this by the removal of even mere insurance taxes, while leaving this tax which helps one and injures all industry. Its repeal would do so much to increase traffic as to enable the railroads to reduce commodity freight rates.

This tax goes into the price of coal and has held back coal distribution. It goes into the price of lumber and other materials and helps halt building. It comes out of the farmer's price for all his products and hampers agriculture. It is added to the price of ores and primary mineral forms, and taxes industry. It is a direct handicap to all industries, and it is levied as a percentage on the highest freight rates this country ever has known, rates which are frequently one-half the selling price of the materials transported.

By continuing it Congress will do what, more than anything else, will prevent business revival. Railroads cannot reduce freight rates until freights begin to move more freely. Cut off this tax and that movement will start. Added as a saving to the low price of all commodities, it will be inducement enough to start the ball. It will bring a direct cut in prices and certainly that is the one thing for which everyone is waiting.

The Continental and Commercial Bank of Chicago has made a survey of business conditions. In summing up the preponderance of opinion it gives this conclusion: "Transportation is the problem of greatest moment in the minds of our contributors. The railroads are efficient, but business is slack. Freight rates are much too high in comparison with commodity prices and have hardly shown signs of yielding to the downward tendency. This condition, it is argued, makes the price of labor in factories of small moment, but to railroad men wages are of great importance."

If the Soviets had revolted less and planted more, they would not have reaped so large a crop of adversity.

The Logic of Selfishness.

OFFICIAL and financial New York has a very peculiar and somewhat amusing slant in its viewpoint of the St. Lawrence river improvement. It reiterates and reiterates that this great waterway would have no value; that its improvement would be money wasted; that it would carry no traffic; but it is this but, which always follows, which is amusing. But it would ruin the Erie Canal and the port of New York City.

After stating that all the propaganda work is paid for by legislative appropriations in sixteen States, it is noted that capitalists think so little of it that they have contributed nothing to the project's promotion. The project is called a "will-o'-the-wisp," an "esoteric enterprise," a "fantastic scheme," an "etherial fancy," a "fairly tale," based upon "fallacious economic theory." Yet it will destroy the Erie Canal on which has been spent \$200,000,000, or far more than the St. Lawrence improvement will cost the United States, and the canal is now a failure. It would also "undermine the great ports of distribution on the Atlantic, Gulf of Mexico and Pacific." It would "break down the commerce and prestige of these great centers" with a "vain hope."

No shipbuilders, it is assured, would build ships to navigate it; "financial disaster" would be the lot of anyone putting a line of boats on it; its navigation would cost more than the present route of rail and water; it would be impossible of practical operation, yet it is a "pipe dream" that would "seriously menace the commercial prosperity of New York State" by "diverting the immense trade of the Western States through a Canadian channel." These are all quotations directly from New York arguments against the St. Lawrence project, made by former Gov. Glynn's newspaper and by Senator Gibbs of that State. Just how would such a plea stand in a court and just how much standing will it have in Congress?

It expresses all New Yorkers have been able to muster in opposition. It is the limit of their ingenuity in proving that the United States should not open with Canada in opening this way from the ocean to the Great Lakes, adding some 3,000 miles

to our coast line. It is the best they are able to do in objection to adding all the cities on the Great Lakes to our ocean ports and in making it feasible to transport freights in bulk without breaking cargo to and from Duluth, Superior, Chicago, Detroit, Cleveland and Erie, as well as all intermediate ports and all the countries of Europe. Truly there are occasions when a kick becomes a kiss.

It may come hard for Col. Harvey to learn the gift of silence, but what an explosion there will be when his pent-up Utica finally blows out the cork.

Will Study Merger.

THE commercial and business associations of Washington have organized a joint committee for the specific purpose of studying the street railway merger problem. This is a proposition which they recognize as of vital importance to the city. It is fundamental in the spread of population, in preventing congestion and a lower plane of living conditions, in realty prices, in retail trade, in wages, in availability of labor, in all construction work, and in every phase of city life.

Every student of city planning recognizes intracity transportation as of first importance, and all agree that the lower the rate for such transportation the greater the resulting benefits to everyone. Merger of the two Washington companies can have value and be of benefit to all business men only as it results in lower fares, and in degree as fares are reduced. This is the fundamental on which all study of this problem must rest, if it is to get anywhere.

Reduction of taxes, relief from street paving and traffic police charges, should come. But they should only come after and not before merger, for the reason that these savings to the companies will be added to the taxes of all other property, and, therefore, those who pay the taxes should get the primary benefits in lower fares, and not the companies in larger profits. Relief from such charges also will not change the relative earnings of the companies nor their relative values. To make the changes before merger will not make merger easier. They would only increase the price demand and so penalize the people for accepting an extra tax burden.

The Herald believes that the longer the committee studies this problem, with a view to reaching a conclusion which will be best for Washington as well as the companies, the more certain it will be to approve the principle of Senator King's bill, or that of Representative Hammer. The trouble, heretofore, has been that the business interests of the city seemed to consider the question only from the viewpoint of the W. R. & E., with the purpose of giving it a value far in excess of what it is worth, or even actually cost.

After months of study The Herald is satisfied that there is but one merger plan that is fair to the people, just to the railroads and best for all interests in the District, as insuring the greatest future expansion and prosperity. This is the sale of the W. R. & E. railroad property to the Capital Traction Company for what it is worth as a street railway going concern on a present basis. This is probably about the present bonded debt, which exceeds the fair valuation on which rates of fare are based.

This would relieve the Potomac Electric Power Company of the W. R. & E. railway incubus which it has carried for so long and, until divested, must continue to carry. This would leave the P. E. P. Co. as the property of the W. R. & E. stockholders. It is an electric service monopoly. It has the only system of electric distribution which the District has, or ever will have. It will always be as assured in earning substantial dividends as is the Capital Traction or the city's soundest banks. It would be one of the finest public utility properties in the world. It would not only easily earn the required 5 per cent dividend on the \$8,500,000 of W. R. & E. preferred stock, but, on the basis of its present net earnings, would put considerable actual value back of the W. R. & E. \$5,000,000 of common stock which now is but this water. Certainly this is something to be devoutly wished by the W. R. E. stockholders, while its officers would remain where they are as officers of the electric utility company at satisfactory salaries.

The Herald is gratified that this committee is to undertake this work in the spirit of its announcement. We are most hopeful of the result. The committee has personal touch with all the men and interests involved. Their own business, and that of their organizations, has a stake, and this is involved in the prosperity of the rest of us, just the plain folks to whom street car fares are a very material item.

What is best as between men is best as between nations—this is not blackened eyes and bleeding heads.

Ends a Farce Comedy.

WHEN so soon it was to be done for, what in the world was it ever begun for? Gov. Small, of Illinois, has made himself nationally famous. If that was the object of his dodging the service of a warrant of arrest on accusation of a crime, he has won. If he wanted to be a source of amused interest to his fellow-countrymen, he has won. If he wanted to go down in history as the only governor of a State who ever marched upon this hill and then marched down again, he has won.

But just what else he has gained by his near month of gyrations is wrapped up in the archives of his own consciousness. He has now been arrested and has given bail. He has demonstrated that election as governor of a State may cover a multitude of personal sins, but it cannot exempt a man from the laws of his State, which he takes oath to enforce, at least as to all others. A seeming determination merely to avoid trial is not usually accepted as evidence of innocence. He may have done no more than was customary for others who have held the office of treasurer of Illinois, but even that will hardly warrant quashing the indictment.

Really hide and seek is not a dignified game for a governor to play with a sheriff. In this instance all the dignity in the drama has been with the sheriff. Now that the governor has at last submitted to arrest and has given bond, he probably will sleep more soundly. Certainly will, or should, wish he hadn't.

It is said a society woman must spend at least \$5,000 a year on her wardrobe. Evidently dresses not only are high, but come high.

If there was a pipe line from Canada between Windsor and Detroit, would all the suckers be on our side?

Why tax dogs and refuse to tax bachelors? Is it because bachelors follow right along without a visible tether?

New York City

Impressions

By O. O. MINTYRE

NEW YORK, Aug. 10.—Long Island has a flaming-haired hostess of uncertain age despite her bobbed hair who is giving week-end house parties that arouse the countryside. The Scotch is uncorked at midnight and they come for miles around in their bathing suits.

Some of the specializations in crooning, crazy blues songs come in, rags and the music is continuous until the guests literally drop out some time the next day. The guests are made up of what Broadway calls the "latter-day '20s' case" is a person of either sex who will go anywhere at any time where liquid refreshment is served free.

The hostess recently fell heir to a fortune and she has evidently set out to spend it as quickly as possible. The guests naturally chuckle up their sleeves as they seek to aid her in every way to achieve what they term a laudable ambition.

"Fawcety, meeting you here?" they whisper to each other as if they were caught out slumming. At woman who is young looking. At woman who is young looking. At woman who is young looking. At woman who is young looking.

An old float is anchored off a good swimming distance from the house. One of the guests cuts little idea of the hostess—to announce that the bar is closed and the only way one may be served is to swim to the float, where servants have been waiting in refreshments. After a stay there there is danger in some of the guests becoming ambitious enough to attempt to swim the rest of the way across the ocean. Twenty-three guests were counted sleeping on the lawn in bathing suits one Sunday morning recently as neighbors were answering the call of the church bells.

A young novelist who recently sailed to England to see a dramatization of a novel was given a luncheon before the luncheon. It was quite a luncheon, too, but his friends managed to get him to the ship. About midnight he awakened and the only light was the moonlight from the window. He stepped out of it in fascination for about a half hour and then rang wildly for the deck steward. "Steward," he said, "dear me, what's the idea of all this water?"

My predilection for touching upon the alcoholic side of life in New York today can be brought about with ease—we had the baby camel at the Central Park Zoo, has just attained the age of 3 months, a record for longevity among the species in captivity here. Gamblers at New York casinos rarely live more than two weeks.

I regard Frances White as the most daring young dresser in Manhattan. She doesn't hesitate to stick her head into a roll of that black. And she is the only girl in town who permits her ears to show. Bare knees are common but bare arms are not. It is almost shocking. Incidentally Miss White told me the other day of a tragic moment in a musical play in which she was recast. In her support was Ben Welch, who was stricken blind and played on. He was supposed to read a letter she handed to him. Somehow the letter fluttered to the floor without his noticing it and he continued to read. It was supposed to furnish a laugh but the audience knowing he was blind wept instead. The performance continued but not another laugh was registered.

Horoscope For Today

What the Stars Indicate

THURSDAY, AUGUST 11, 1921.

Astrologers read this as an uncertain day. Although Saturn is in benefic aspect, Neptune is adverse. All who depend on the soil for their income should forebush new discoveries of oil and minerals. The earth should yield abundantly at this time, but there may be losses through the system of transportation. A day of unfavorable market conditions. Fame and honor for an aged man seem to be indicated. Rewards long deferred should come to those who have suffered in the fruit of their hopes.

This is not a lucky day for beginning journeys by sea for there will be sudden storms and even shipwrecks are to be feared. During this away evil gossip may flourish and it may reach even the highest places in social and official life.

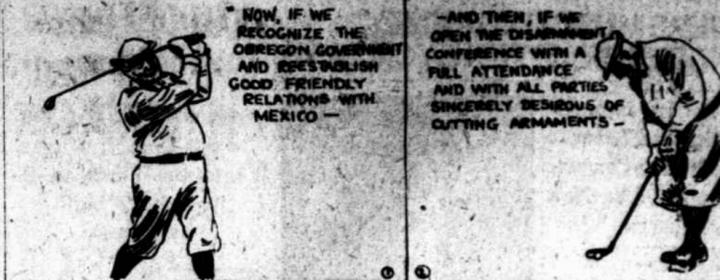
Neptune is in an aspect believed to encourage adventures of various sorts. Care concerning investments should be especially vigilant at this time for there will be many bubbles of fortune. The ascendant of King Alfonso of Spain, who will face many problems before the new year. Ministerial difficulties and unrest among the people are strongly indicated.

Astrologers declare that owing to conditions that made it possible for the Kaiser to seek refuge in Holland the country will suffer severely. A very serious and grave danger threatens.

Theaters and the younger generation should benefit from the aspects that prevail at this time, but both will be subject to many annoyances and reactionary tendencies are prophesied and they will arouse the people to the perils of lax social customs. Persons whose birthdate it is have the augury of a quiet, serene year in which both financial and domestic affairs will be satisfactory.

THURSDAY THE PRESIDENT'S DREAM COME TRUE.

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"NOW, IF WE RECOGNIZE THE OREGON GOVERNMENT AND ESTABLISH GOOD FRIENDLY RELATIONS WITH MEXICO—

"AND THEN, IF WE OPEN THE DISARMAMENT CONFERENCE WITH A FULL ATTENDANCE AND WITH ALL PARTIES SINCERELY DESIROUS OF CUTTING ARMAMENTS—

"AND IF OUR JAPANESE PROBLEMS ARE STRATEGIZED BUT SATISFACTORILY SO THAT WE BOTH CAN SETTLE DOWN TO A LONG AND CERTAIN ERA OF PEACEFUL PROGRESS WITHOUT SUSPICION OF TRICKY DIPLOMACY—

"THEN WE CAN ALL CUT NATIONAL EXPENSES IN HALF AND REDUCE TAXES SO MUCH THAT THE WHOLE WORLD WILL BREATHE A TREMENDOUS SIGH OF RELIEF AND UTTER PRAYERS OF THANKFULNESS, AND THE SILENT UNREST OF THE PEOPLE WILL CHANGE TO HAPPINESS UNQUENCHABLE BY THREATS OF WAR—

"I MAY NOT REALIZE THIS GREAT DREAM BUT IT'S WORTH SHOOTING FOR AND TRYING FOR AND IF YOU DON'T TRY, YOU DON'T GET ANYWHERE IN THIS WORLD"

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Scenes of the Week

THURSDAY, AUGUST 11, 1921.
FIND RARE ROSE GENTIAN HERE.

On the trip of the local chapter of the Wild Flower Preservation Society on Sunday to the meadow west of Virginia Highlands, the rare narrow-leaved rose gentian or centaury was found. This plant, the scientific name of which is *Sabbatia cespitosa*, is recorded in the flora of the District of Columbia, but was found previously only at Falls Church. In addition, several plants of the ladies tresses orchids were seen.

PUBLIC HEALTH NO LONGER MEDICAL QUESTION ALONE.

The business of looking after public health is no longer simply a branch of medicine, or at all intimately associated with the practice of medicine, Dr. F. P. Gay, professor of pathology, of the University of California, told the Pacific Section of the American Association for the Advancement of Science at its Berkeley, Cal., meeting recently. "The public health field is very broad and although medical training is desirable for public health work, it is not necessary for a comprehension of the field of the public health worker," he pointed out. "Many specialized fields, such as sanitary engineering, social economics, industrial welfare, and in fact, certain of the medical sciences such as bacteriology, physiology are no longer primarily in the hands of physicians. The public health practitioner of medicine himself should no longer imagine that he has vested rights in the field of public health or indeed that he can hope to control it. The public health is a conception of the entire problem is larger than that of his nonmedical colleagues.

A thorough study of the extent of the field covered by public health shows, as might be expected, that the art of public health has concerned itself primarily with the prevention of disease but has been somewhat neglectful of the social problems of vice, delinquency, poverty and ignorance. It is foreseen that the scope of public health will develop along these lines.

Some of the social economic problems has been notably neglected. In this connection the control of poverty, the care of dependents, some aspects of city government, and the industrial problems mentioned. Further consideration of industrial hygiene seems important, not simply from the standpoint of occupational disease, and its control, but from the aspect of labor legislation and efficiency. "A group of studies that may be included under mental hygiene, that is really a branch of public health, are the study of criminology, studies of vice, and child hygiene and eugenics, which are closely related."

STUDENT.

WASHINGTON. —

The Register of the Treasury.

To the Editor, The Washington Herald:—As the much-coveted position known as the Register of the Treasury seems to be uppermost in the minds of some of the self-appointed leaders of the colored race, I beg space through your valuable columns to say just a few words along that line.

We would be very proud, indeed, to see a colored man get any place in the government service that he is worthy of and is capable of filling. But it is idle to assume that the job of Register of the Treasury was created and set aside as an incentive for the colored race. It is a position of honor and responsibility which carries the vote of the colored race in their vest pockets. That, indeed, was a thing of the past, but the administration, be it Democratic or Republican, that appoints a colored man to a big position with the understanding that the colored vote will be given to it as a reward for office, will make the sad mistake of his life.

The colored race is not bothered very much about who is Register of the Treasury just so it gets better treatment for the colored race. It is not the administration, be it Democratic or Republican, that appoints a colored man to a big position with the understanding that the colored vote will be given to it as a reward for office, will make the sad mistake of his life.

SHIP BLACK ARROW WILL BE SALVAGED

Details of the wreck of the Shipping Board steamer Black Arrow off the coast of Spain on the 9th were received by radio here yesterday. Capt. Wilkie in a report to the New York-Cuba Mail Steamship Company stated that all passengers had been removed and that there was a chance of getting the ship off the rock unscathed. The Black Arrow is a former German ship being operated in Cuban-Spanish business. The accident occurred at Villano Danarinas. The board in pursuance of its policy of reducing the insurance values on ships to permit American operators to compete with foreign lines has issued a scale of values calling for \$50 per ton on lake vessels, \$30 per ton on steel cargo vessels and \$100 per ton on tankers.