OUTLAWRY A NATURAL WAR SEQUEL

Crime's Growth Thruout Whole World Only to Be Expected

BY BURTON RASCOE

CHICAGO, Feb. 19.—"The crime wave is the logical and expected aftermath of war," according to Clarence A. Neymann, head of the Cook County Psychopathic hospital, and professor of psychiatry at Rush Medical college.

He blames all crimes to psychopathic personalities.

CRIME WAVE IN ALL BELLIGERENT COUNTRIES

"The crime wave," he said, in an interview, "is not confined to the large cities of the United States. It is observed in every country which was a belligerent. The Paris, Berlin, Rome and London newspapers are filled with stories of crime on an almost unprecedented scale. This is because—

"The war taught men the use of firearms.

"The war taught men the cheapness of human life.

"There is a financial readjustment in progress, made necessary by the war.

"And there is a social readjustment in progress, made necessary by the condition of peoples during the war.

"When I say that the war taught men the use of firearms I do not say that the perpetrators of the vast number of crimes now being committed were in military service. Very few were. But those who stayed at home, especially those who were on the borderland of criminality, were taught these things.

FIGHTING AND KILLING BECAME COMMONPLACE

"For four years the newspapers were filled with accounts of battles, wholesale homicides.

"People came to look upon these tremendous daily killings as a sort of game.

"Human life came to be a matter of no importance when it was being blotted out in blocks of ten thousand or more in a day.

"Then there were accounts of individual killings in which the killers were quite naturally acclaimed as heroes—exploits of daring aviators, bombers and scouts, men who faced danger and killed men, and were decorated for it.

"Even enemy aviators were cheered and honored as 'game' and 'sportsmanlike.'

"The grim fact of death was lost track of.

"Borderland psychopaths heard these stories of bombing expeditions, sniping and individual killings. They visualized the war as an animated Diamond Dick detective yarn, and, fed up with the daily war thrillers, they took to killing and looting.

AFTER-WAR SITUATION; HUNGRY MEN ROB, KILL

"There are the readjustments necessary after war which also cause crime. For a long time men of all kinds received high wages. Then many were thrown out of jobs. They got hungry. They robbed and killed.

"Men with high wages acquired a taste for things they never wanted before.

"Thrown back again into their old lives of toil at low wages, or thrust out of employment, some of them became embittered against society.

"Hence they took to crime.

"All crimes are committed by persons who have a psychopathic personality. Given the right education, the right direction for their abilities, the right environment, and the right external psychic factors, and many of them would lead peaceful, honorable and respectable lives.

CURE FOR SITUATION NOT IN REFORMATORIES

"Under the pressure of unemployment, bad associates, hostile environment, hunger, real or fancied injustice, and they break out as criminals.

"Psychopathic personality is something which can be detected in puberty.

"If a child with a psychopathic personality is taken early enough and given the right sort of care, he will turn out a good citizen.

"If, on the other hand, he is thrown into a reformatory for his first offense, he is ruined for life.

"If society is to protect itself against the criminal, it must begin to take notice of the youths and girls who are unable to adjust themselves to life, and to help these youths and girls to adjust themselves and become useful and peaceful members of society."

THEY'LL ALL GO TO GRAZ!

If You Want Four Quarts of Beer for Penny

LIVINGSTON, Mont., Feb. 19.—Prohibition put the blink on the business of Anton Miekusch, saloonkeeper. He packed up and went to Graz, Austria.

He wrote to friends that with the thousand he had saved he had bought a hotel worth $130,000.

On the other hand, he only gets one-fourth of a cent for a quart of beer, 12 cents for a meal and three cents for a bed.

But many Austrians in the railroad shops are planning to go to Graz.

French Swains Duel to Death Over Girl

LILLE, Feb. 19.—A duel to the death was fought in the village of Grande Synthe by two youths, Georges Bouches and Louis Decodts. They were in love with the same girl. Bouches was mortally wounded in the duel.

Hens are used for hatching fish in China.

South Africa is now manufacturing a new material to take the place of nitroglycerine explosives.

Here's a Story That Pete Kyne Couldn't Finish

Marcel Dupuys

SAN FRANCISCO, Feb. 19.—Peter B. Kyne, popular author, has just written "finis" to the last chapter of his stormy attempt to make a good American of Marcel Dupuys, 17-year-old French war orphan, whom he adopted and brought to this country after the war.

Kyne has just secured a deportation order for his ward and the lad is now on his way back to France. He has given it up as a bad job. Efforts to train the boy and give him all the advantages of an American education proved fruitless. The deportation orders are based on the grounds of "constitutional psychopathic inferiority." But Kyne calls it "just plain cussedness."

Marcel attached himself to Kyne's artillery company in France, and stowed away on the transport which brought the company back. Kyne adopted him to prevent deportation. Marcel refused to attend school and one escapade followed another in rapid succession. He was no sooner out of one scrape than he was into another and Kyne is now returning him to France.

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leaving the strongest and best one standing.

"Then plow between the furrows. Plow again when the corn is about knee high, and once more when it's about waist high.

"Then let it grow until it is about ready to mature; then give it the last plowing. This is the most important plowing of all. Just scratch the ground. Don't go more than three inches deep; then you don't break the roots and stunt the yield.

"Most farmers plow deep the last time, break the roots and then wonder why their yield is stunted. All the plowing is supposed to do is to bring moisture to the surface. Just 'scratching' the ground will do this.

"Then all that remains is to sit back and wait until harvest."

Everett figures it cost him 60 cents a bushel to grow his corn, including a reasonable figure for his own labor and that of a younger brother, who helped him plow it once.

HE TELLS HOW TO GROW CORN

Boy Champion Gives Tips to Farmers

MT. VERNON, Ky., Feb. 18.—One hundred and twenty-five bushels of corn an acre is the goal this year of Everett Reynolds, the corn king of Kentucky.

Everett is 16, and he won his title of the champion corn raiser of the state last year by raising 105½ bushels of corn on an acre.

Farmers had thought 40 to 50 bushels an acre the most that could be produced.

"KNOWLEDGE" EXPLAINS EVERETT'S SUCCESS

"Knowledge"—with that one word Everett explains his success.

He performed his record feat on an acre of land on Renfroe creek, in Rock Castle county, which all the old-timers said was poor farming land.

"I consulted the county agricultural agent," he says, "and learned from him something about the science of corn raising. Then I went ahead.

"The federal and state agricultural departments have made some wonderful discoveries. If the farmers would study them, they would be able to double or triple their crops.

STUDY OF NEW METHODS IS KEY TO SUCCESS

"Most formers work hard and get partial success. That's because they haven't learned the new methods.

"They should take advantage of the millions of dollars' worth of information gathered by the government. Study the government bulletins. Get the help of the county agricultural agent.

"Now, here's my system of raising corn, as I learned it from Robert F. Spence, the Rock Castle county farm agent:

"Prepare the land in the usual way by plowing and harrowing it.

"Spread 16 per cent acid phosphate when you plant the grain. I used about 200 pounds to one acre. It cost about $6.

"Plant the rows about 3½ feet apart. Allow space of about 18 inches between each group of stalks.

KEEP PLOWING BETWEEN FURROWS

"As the stalks break thru the ground, pull out the smaller ones,

Have to Play Jazz in Bomb-Proof Room

WASHINGTON, Feb. 19.—Army recruits want to play jazz music on the saxophone, the war department reports. Bombproof rooms are being assigned to them in barracks.

Wants $1,250 a Bite for Feeding Dogs

NEW YORK, Feb. 19.—Damages of $1,250 a bite for two bites are asked by James I. O'Brien, a butler. He was employed by William Hurst, head of the Stock Exchange Telegraph Co., when two poodles bit him.

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All answers must be in the office of The Seattle Star not later than Tuesday, following the last issue of the Business Guide for each month.
The names of the prize winners and the correct answer will be published in The Star on the first Saturday of each month.
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Points to "Four-Flushing" in Squabble Over Street Railway

Editor The Star: Apropos street railway controversy I want to ask why, or how, can the street railway property be turned back? When the city took over the plant the traction company forfeited its franchise and, consequently, there would have to be a new franchise granted before the new company would take over the plant—and who can foretell what the requirements of the new franchise would be? One thing is sure, they would have something to say.

I think the proper thing to do is make the best of a bad bargain (if it is such) and proceed in a business way to pay our debt. I notice in the discussions a great deal of stress is put on the fact that bonds and interest will cost us some $23,000,000, and then add to that the loss in taxes and the 2 per cent from the gross earnings of the traction company, and I want to ask, do these same experts tell the people that the people who ride on the cars pay these taxes and the 2 per cent and in the end have nothing to show for it only to help out the man who has an automobile for his own transportation? I want to say in passing I am not a socialist by any means, but look at our situation from a business standpoint for the working man in the future. Do not all of our bonds for all public works, such as bridges, etc., draw a higher rate of interest than the railway bonds? And they have to all be paid, and in many cases the bonds are refunded, so that in the long run the interest amounts to more than the principal; but Mr. Kicker does not mention that fact, it is only the street railway bonds. We all pay for the water mains in front of our property and not only pay the principal but the interest also, and what do we get? A dead horse, but in the end we get cheaper water than any other city in the land—while the street railway is paid for by the patrons of the road, and when the road is paid for we will have the cheapest car fare of any city in the old United States.

I believe there are places where there might be saving in the management, or rather in the handling, of some of the business. For instance, I have seen two men sent out to do a little job and a foreman sent along to look after them. The foreman stands around and looks wise and when it rains he stands back in the shelter of some building. A contractor would send out men for such a job that could do the work and when he came around again could tell whether the men had done a good day's work. And again, will some one tell me what the functions of the numerous car inspectors are? I often see them on the street, far from any car line talking to some well dressed woman or to a policeman, but I have never seen any particular duty they perform. They appear to me in the same position as the fifth wheel to a wagon. But the old traction company did the same. I want to say now that I am not a railway man but I am an observer of the manner in which different things are run or handled. I believe a big change could be made in rerouting cars which would be more advantageous. For instance, take the West Seattle lines. Why is it necessary to run three lines over the same route? It is all right during the peak hours but from 8:30 a. m. until 3:30 p. m. and after 6:30 p. m. make a shuttle line of the West Seattle line from the junction at California ave. and transfer from the Fauntleroy line and the Alki lines both; also, why run the South Seattle line thru to Aloha and Fifth ave. N. when either the North or East Queen Anne cars could be routed over Second ave. and Aloha st. And here is where another shuttle car should be put on — from the junction of Boston and Queen Anne to the end of the East Queen Anne line during the middle of the day. I often go that way and there are not enough passengers to pay the men their salary. My idea would be to run no thru cars, but loop all North End cars at the depot, and all South End cars at Pine st., and during the middle of the day, viz.: from 8:30 a. m. to 4 p. m., run only one car from a certain section, thru—for example, run only the Meridian or the Wallingford car thru and transfer to the other any one who wanted to go to the depot, and the same with the South End cars. Make the fare 5 cents and cut out transfers except as I have already suggested, and in addition, all lines crossing 23rd ave. to transfer to that line and vice versa, and to and from the North 40th st. line, and to and from the James st. line to the old Union Trunk line, and from the James st. line to any downtown line when cash fare was paid on James st. line. Stop the jitney entirely, unless a charge of 5 cents for every passenger carried be paid into the street car fund. Let us now figure on the 5-cent fare. From the November report of the street railway division we find that there were carried 7,410,749 passengers at 6¼ cents fare, amounting to $459,337.64, and in addition there were used over 1,800,000 transfers, which, if 5 cents each had been charged, would have amounted to $90,000; and from the jitneys we could easily figure at least $10,000 more. Now, to figure it on the 5-cent fare would show the following result, viz.: 7,410,749 passengers at 5 cents would amount to $370,537.45, and 1,800,000 transfers at 5 cents, $90,000, and at least $10,000 from the jitneys would produce a gross revenue of $470,537.45, or $11,199.81 more than the 6¼-cent fare. And this does not take into consideration the number that now take the long haul on the thru cars, which I am satisfied would add at least another 10 or 15 thousand. And I know there are many that now walk that would use the cars. I would also require all policemen and firemen to pay their fares the same as other city employes; cut out the dead heads entirely, except the train men—and, when they are off duty and on pleasure with their families, let them pay same as other passengers. I would like to say a word regarding the direct tax: I am in favor of it. The taxable property last year was appraised at $275,000,000 and over, and a 3-mill tax would amount to over $800,000 per year. And let us look at what the workingman would save—he makes two trips over the line each day, the year round, which at 5 cents would be $36.50 a year, and at the present rate of 8 1-3 cents, amounts to $60.83—a difference of $24.33; and we will suppose that he has a little home that is appraised at $1,500 for taxes—his extra tax would be only 3 mills extra, only $4.50. Therefore, he would be ahead of the game over $19.00. There are many more things I might suggest, but I want to say I think Mr. Caldwell has been a traitor to the cause and some four-flusher. T. O. J.

PARIS, Feb. 19.—The younger members of the company of the Comedie-Francaise have demanded compulsory retirement for actors at the age of 70. They complain that they are not given a chance by the older actors.

Can You Beat Them? Meaning--the Customs

LONDON, Feb. 19.—"Passing the customs" in Europe these days is a mental steeplechase with many surprises.

An American recently bought some furs in Vienna to take to New York.

While concealing them under some linen in a knapsack, he accidentally dropped into the bag a box of 100 cigarets which he had bought in London two weeks before.

On the Austrian frontier, at midnight, he and many others were turned out in pajamas to be searched. The furs were discovered. Chills! Also the cigarets.

"Have a smoke?" tremulously.

"Sure," said the inspector, taking five.

Furs passed free!

A little later the Swiss searched the train at Buchs.

More worry about the furs.

The Swiss explained, however, they were looking particularly for tobacco. They passed up the furs and missed the cigarets, which somehow had slipped into the muff.

That night the American had a nightmare about being strangled by a fur boa constrictor and smothered in a skunk muff.

At Calais the French passed the furs because they had been bought in another country.

In panic at Dover, the American declared them to the English inspectors. They sized them up, passed them free, and then discovered the cigarets.

For which they soaked the American heavy duty, despite the fact they were purchased in London.

As he boarded an Atlantic liner, the American had two ideas for beating the customs at New York; one to get a lady to wear them in as her own, the other to wear them himself.