

### WHY

#### Boasting Is Comparatively Unknown in Japan

"To boast," said my Japanese friend "is, according to our point of view, one of the cardinal sins. We so detest boasting that we go to the other extreme, deprecating anything or anybody connected with ourselves. Thus when some one says to me, 'You brother has amassed a great fortune; he must be a man of great ability,' I will reply: 'He is not so very able. Perhaps he is only lucky.' As a matter of fact, it happens that my brother is a man of exceptional ability. But I must not say so; it is not good form for me to praise his qualities."

"In speaking of our wives and children we do the same. We say, 'my poor wife,' or 'my insignificant wife,' although our wives may fulfill our idea of everything a woman should be."

"Also the reverse of this proposition is true. We sometimes signify our disapproval or dislike of some one by speaking of him in terms of too high praise."

"Among ourselves we fully understand these things. It is merely a code we follow. But I fear that this practice sometimes causes foreigners to misunderstand us. Being themselves accustomed to speak literally, they are inclined to take us so. Also, they are not likely to realize that we are most critical of those for whom we have profound regard. Why should we waste our time or our critical consideration upon persons who mean nothing to us or whom we dislike?"

"Yet, after all," he continued, with a little twinkle in his eye, "human nature is much the same the world over. There was an American here in Kyoto once who used to forbid his wife and sister to smoke cigarettes, but I observed that he was quick to pass his cigarette case to other ladies."—*Urban Street in the Century Magazine.*

### IDEA FROWNED ON BY NATURE

#### Why Single-Child Family Tends to Become Poorer and Will Ultimately Become Extinct.

That the "one-child family" tends to grow poorer and not richer is the principal point made in a report by the Child Study society of Transylvania after collecting a large mass of data in the Banat (southwestern part of Transylvania), where the system most prevails. The Roumanian correspondent of the *Lancet* (London) writes:

"Their report states that until recently it had been thought that the system was purely a question of economics. People did not wish to distribute their lands and wealth between several children, but the custom had now become independent of land questions. It was quite clear that the 'single-child' family did become not richer but poorer. The 'single-child' generation tended to grow up idle and self-indulgent. If they were landed proprietors their farms were worked by others, necessitating payment of heavy wages."

"Farmers began to understand that the single-child system meant their ruin, but the custom was deeply rooted and the people were very conservative. People who had several children were actually despised."

"Another reason for the single-child system was feminine vanity; women thought that by avoiding childbirth they would remain young and enjoy life for a longer time. The only child was spoiled by his parents, and too often entered early into a career of dissipation, the result being rapid physical and mental deterioration."

### Why Radio Appeals.

There was a time when wireless telegraphy appealed only to the so-called amateur, and his interest was rather directed toward the technical end than the mere pleasure of gathering messages out of the air for whatever they were worth. With the establishing of government radio reports and a number of radio telephone broadcasting stations throughout the country, radio reception becomes a matter of considerable interest to everyone, especially persons in remote districts who are ordinarily more or less out of touch with the world at large. Today the farmer, the business man in the small village, the camper and others can use a simple receiving set and keep posted on what is going on in commerce, politics, sports, stock and bond market, and even religion.—*Scientific American.*

### Why Called "White House."

The name "White House" applied to the residence of the President of the United States, came from the fact that the building is constructed of freestone and is painted white. During the administration of Presidents Harrison and McKinley, the term "executive mansion" was used by White House officials. President Roosevelt returned to the term "White House."

### Why Some Men Like Golf.

"What is there about golf that gives a man such a sense of freedom and exhilaration?"

"I don't know," replied Mr. Growcher, "unless it's the privilege of promenading over the landscape without being warned to keep off the grass."

—Get your job work done here.

### TRULY OPTIMISM HAS LIMIT

#### Josh Smiler Met Day's Many Adversities With a Smile, but There Are Some Things!

"Ha, ha, ha!" laughed Joshua Smiler. "It's Friday, the thirteenth. Good job I'm not superstitious, otherwise I should be miserable all day today!"

Smiling happily, Josh dropped his collar stud. Nevertheless, after half an hour's search he found it again, and continued dressing.

"Oh, Josh," said Mrs. Smiler at breakfast, "the pedal broke off my sewing machine yesterday!"

"That's unfortunate," said Smiler. "But never mind, dear, I'll bring you back a motor this evening, and you'll be able to run the machine on that."

It started to rain just as Smiler prepared to leave the house.

"My umbrella, dear?" he said to his wife.

"Oh, Josh," she cried, "I forgot to tell you, some one stole your umbrella from the hall yesterday!"

"Oh, well," answered Smiler, "I had a hole in it, anyway!" And he stepped out briskly through the shower.

Other little things, which many men would foolishly have allowed to disturb them, did happen to Smiler that day, but he did not grumble until returning home in the train he pulled out his fountain pen to jot down a brilliant idea that had occurred to him. The pen was empty!

Well, I ask you! Even optimism has its limits.—*Chicago Daily News.*

### GREAT POET TRUE GENTLEMAN

#### Carlyle's Pen Portrait of Schiller Among Finest of Tributes Paid to Him.

In his dress and manner, as in all things, he was plain and unaffected. Among strangers, something shy and retiring might occasionally be observed in him: in his own family, or among his select friends, he was kind-hearted, free, and gay as a little child. In public, his external appearance had nothing in it to strike or attract. Of an unpresuming aspect, wearing plain apparel, his looks as he walked were constantly bent on the ground; so that frequently, as we are told, "he failed to notice the salutation of a passing acquaintance; but if he heard it, he would catch hastily at his hat, and give his cordial 'Guten Tag.' Modesty, simplicity, a total want of all parade or affectation were conspicuous in him. These are the usual concomitants of true greatness, and serve to mitigate its splendor. Common things he did as a common man. His conduct in such matters was uncalculated, spontaneous; and therefore natural and pleasing."—*Thomas Carlyle.*

#### When Kissing Was Illegal.

Laws against kissing still exist in America, which produces most of the films from which the Japanese censors last year cut out 120,000 feet of kissing scenes, observes London *Tit-Bits.*

Not many years ago a student of Yale university and his sweetheart were arrested for the crime of kissing in a Boston restaurant. They were sentenced to 15 days' imprisonment, the magistrate relying on one of the "blue laws" passed in the Seventeenth century, when Massachusetts was a British colony.

Under these laws many men were fined or put in the stocks for kissing their wives in public, such conduct being penalized as "lewd and unseemly behavior."

The only measure of this kind ever enforced in England was of a temporary nature. In 1439 an act of parliament was passed prohibiting kissing, owing to the pestilence raging over England and France.

#### Many Years Ago.

White-haired Uncle Peleg Perkins, known as the oldest person in his community, was standing by his gate when a touring car stopped close behind him. Several of the ladies in it asked numerous patronizing questions concerning the locality. Then one of them remarked:

"You must have been around here quite a long time."

Uncle Peleg slowly raised his stick and pointed toward a not distant mountain.

"Yes, marm," he said gravely. "I have so. You see that there big, high mountain over across? Wal, the time I fust come here that there mountain wa'n't but just about the bigness of an ant hill."—*Harper's Magazine.*

#### Plants That Mimic Stones.

In South Africa a plant of the genus *Mesembryanthemum*, growing on stony ground, so closely resembles a pebble that it has been picked up in mistake for a stone. Another species of the same plant, growing on the hills around the Karoo, produces two leaves about as large as ducks' eggs, having a surface resembling weathered stone, of a brownish-gray color tinged with green. These plants look like stones, but for a short time they put forth bright yellow flowers. Still another species of the same plant resembles the quartz pebbles among which it grows.

#### Armenian Music.

The melodies and composition of Armenian music are unique, although in recent years Russian, Italian and English styles have been incorporated in her music, and many Armenian operas are sung in other countries.

The national marching song of Turkey, oppressor of Armenia, was written by an Armenian in the national style of the Turks.

## RAILROAD PLAN TO GET RATES DOWN

### Propose to Reduce Wages and Return All the Saving by Reduction in Charges.

#### FULL TEXT OF THE PROPOSAL

Statement by Thomas de Witt Cuyler, Chairman of the Association of Railway Executives on the Situation.

Following a meeting in Chicago, October 14, 1921, of the presidents of nearly all the leading railroads in the country, Mr. Thomas De Witt Cuyler, Chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today, it was determined by the railroads of the United States, to seek to bring about a reduction in rates, and as a means to that end to seek a reduction in present railroad wages which have compelled maintenance of the present rates.

An application will be made immediately to the United States Railroad Labor Board for a reduction in wages of train service employees sufficient to reduce the remainder of the increases made by the Labor Board's decision of July 20, 1920 (which would involve a further reduction of approximately ten per cent), and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in several territories where the carriers operate.

#### To Reduce Rates as Wages Go Down

The foregoing action is upon the understanding that concurrently with such reduction in wages the benefit of the reduction thus obtained shall, with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime.

The managements have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been closed down to a point which brings depression and distress to the entire public, and that something must be done to start them again in operation.

The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about \$62,000,000, upon a property investment of over \$19,000,000,000, and even this amount of 62 million included back mail pay for prior years received from the government of approximately \$64,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

The year ended in serious depression in all branches of industry, and in marked reduction of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic.

#### Roads Forced to Defer Maintenance

In this situation, a policy of the most rigid economy and of postponing and cutting to the bone the upkeep of the properties was adopted by the railroads. This was at the price of neglecting and for the time deferring work which must hereafter and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921, over 16 per cent or 374,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of bad order cars of not more than 160,000, as is further illustrated by the deferred and inadequate maintenance of other equipment and of roadway and structures.

Even under those conditions, and with this large bill charged up against the future, which must soon be provided for and paid if the carriers are to perform successfully their transportation duties,—the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest or dividends, amounting to only 2.6 per cent, per annum on the valuation of the carrier properties made by the Interstate Commerce Commission in the recent rate case, an amount not sufficient to pay the interest on their outstanding bonds.

#### Roads' Earnings Far Below Reasonable Returns

It is manifest, from this showing, that the rate of return of 5 1/2 or 6 per cent for the first two years after March 1, 1920, fixed in the Transportation Act as a minimum reasonable return upon railroad investment, has not been even approximated—much less reached; and that the present high rates accordingly are not due to any statutory guarantee of earnings, for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 60c on the dollar they receive for transportation services, whereas in 1916, 40c on the dollar went to labor.

On the first day of January, 1917, when the government took charge of wages through the Adamson Act, the labor cost of the railroads had not exceeded the sum of about \$1,463,000,000 annually. In 1920, when govern-

ment authority made the last wage increase, the labor cost of the railroads was about \$3,608,000,000 annually, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect, the labor cost, on an annual basis, would have been largely in excess of \$3,000,000,000—an increase, since the government took charge of railroad wages in the Adamson Act, of approximately \$2,450,000,000 annually.

In the light of these figures, it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 12 per cent, can in no wise meet or solve the problem of labor costs and in no way makes it possible for the railroads to afford a reduction in their revenues.

#### Thousands of Rates Already Reduced

Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allowed no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1. The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the rate of return on property investment of the railroads of the United States for the past several years has been as follows:

RATE OF RETURN EARNED BY RAILROADS OF THE UNITED STATES ON THEIR PROPERTY INVESTMENT.	
1912	4.84%
1913	5.15%
1914	4.17%
1915	4.20%
1916 (fiscal year)	5.90%
1916 (calendar year)	6.10%
1917	5.20%
1918	3.51%
1919	2.40%
1920	0.32%

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

#### Roads Handicapped More Than Other Business

2. The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respects (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment or to offer inducements to attract new capital for extensions and betterments is extremely limited. However much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads that a reduction in rates will stimulate traffic and that increased traffic will protect the carriers from the loss incident to a reduction in rates. The railroad managements cannot disguise from themselves that this suggestion is merely conjectural and that an adverse result of the experiment would be disastrous not only to the railroads, but to the public, whose supreme need is adequate transportation. Consequently the railroad managements cannot feel justified in placing these instrumentalities, so essential to the public welfare, at the hazard of such an experiment based solely upon such a conjecture.

#### Farmers Especially Need Lower Rates

It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market and that existing rates and other costs of transportation thus imposed upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the distressing situation and desire to do everything to assist in relieving it that is compatible with their duty to furnish the transportation which the public must have.

At the moment railroads in many cases are paying 40c and hour for unskilled labor when similar labor is working alongside the railroads and can easily be obtained by them at 20c an hour. The railroads of the country paid in 1920 a total of considerably over \$1,200,000,000 to unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be paid out of railroad earnings unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them the people generally, are also handicapped in their efforts to economize by a schedule of working rules and conditions now in force as a heritage from the period of Federal control and upheld by the Railroad Labor Board. These conditions are expensive, uneconomic and unnecessary from the point of view of railroad operation and extremely burdensome upon the public which pays the bill. This schedule of working rules and conditions prevents the railroads from dealing equitably with their labor costs in accordance with rapidly changing conditions and the great variety of local considerations which ought to control wages in different parts of the country. The railroads are seeking to have these rules and working conditions abrogated.

The railroads will seek a reduction in wages now proposed by first requesting the sanction of the Railroad Labor Board. The railroads will proceed with all possible dispatch, and as soon as the Railroad Labor Board shall have given its assent to the reduction of wages the general reduction in rates will be put into effect.

—Come here for your job work.

### Storage for Potatoes.

White potatoes should be stored in a cool, dry and moderately well ventilated cellar or pit, is the advice of county agent J. N. Robinson to farmers who plan to store a good part of this year's crop. Pits may be formed by excavating a circle seven to twelve feet in diameter, depending upon the quantity of potatoes to be placed in it. The depth may not be more than eight inches. Place a good layer of good clean straw on which to stack the potatoes in a conical pile. Cover the pile with a thin layer of straw on which may be thrown a sprinkling of earth to hold the straw in place. When the weather is cold and the potatoes are thoroughly cool, add more earth. When freezing weather arrives add another layer of straw and a second covering of earth. A square box of six inch boards with holes bored at frequent intervals will make a good ventilator when placed on end in the center of the pile and the potatoes filled around it.

### Correctly Answered.

Dr. N. Murray Butler, the president of Columbia University, who has a habit of telling amusing stories at dinner, is responsible for the following:

"You men," he said, "are really indolent this morning. Nothing I ask you seems to be simple enough."

"Now Smith," he continued, turning to one of his least brilliant students, "try this one. What three

words are most used by college men?"

"I don't know," answered Smith hopelessly.

"At last!" exclaimed the lecturer triumphantly. "Smith has scored full marks for a question."—*Boston Post.*

### CLOGGED BLOOD WITHERS THE BODY.

#### Workers Sick and Weak from Exertion Take Gude's Pepto-Mangan.

Men and women who toil, either physically or mentally, use up energy. When they over-work they use up more energy, and sometimes the blood gets in a run-down condition. Without rest the blood cannot get back to normal, so that it becomes clogged with waste matter from over-exertion.

The clogged blood virtually withers the body. The strained looks on pale faces, the thin, bloodless arms, the sunken cheeks and necks, the dead-tired feeling, are the results of stale blood depriving the system of life-giving oxygen.

Workers go to the drug store and get Gude's Pepto-Mangan when they feel weak and run down. They take it in either the liquid or the tablet form. That makes the blood rich and red and drives out the poisons. Life-giving oxygen, carried by the little red cells, renews the strength and builds up the entire system. Look for the name "Gude's Pepto-Mangan" on the package.—*Adv.* 66-42

## A Personal Invitation

"SIMPLICITY of design"—"body-fitting lines"—"colorful patterns" were some things we were going to say about the styles for Fall and Winter.

Then we thought—"If men could only see them! Seeing is believing with unsqually good looking clothes like these."

So we ask you to come in and see for yourself. You'll have no trouble in picking out garments that favor you in style, fit and comfort. The Fauble Label guarantees that the tailoring, trimming and wearing qualities will give you lasting satisfaction.

An answer to this invitation—in person—is cordially requested. We hope you will call while designs and fabrics are still in abundant variety and thereby be certain of having ample choice.

## A. Fauble

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Money which you wish to send within this city or to distant points is conveyed by your check simply, safely and cheaply.

The checking account is only one of the many mediums through which this bank serves its customers. There are many other ways in which we can be helpful to you and it would be our pleasure to serve you in any or all of them.

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