

AIRPLANE COMPANY FAVORING AIR LINE THROUGH RICHMOND

Further information concerning the proposed airway route for Richmond about which Postmaster C. B. Beck received a letter of inquiry about a week ago, has been received by Claude Berry, owner of the landing field north of the city. The information comes from the Wright Aeronautical corporation of Paterson, N. J., the company interested in the enterprise.

It is the intention of the company, according to Mr. Berry's information, to establish a trunk airway between Chicago and New York. Three alternative routes are being considered with that which passes through Indianapolis and Columbus, Ohio, as the most favored. This route would include Richmond and Dayton, Ohio, and could make use of the already established and well marked airway between McCook field at Dayton and the Speedway at Indianapolis.

The route promising the most business will be the one selected, says the company, and it is believed that the four cities mentioned would provide a considerable revenue for the planes. Passenger carrying and fast express service, together with revenues from air mail carrying, will provide the business of the company.

Air mail routes at present are discontinued by the action of the last congress in failing to make appropriations and the opening of the airway is dependent upon the re-establishment of air mail service and the share of revenues from mail carrying that would fall to the company. The proposal of the Wright company is coupled with a suggestion that Senator New of Indiana, who always has been favorable to aerial development, be asked to support the bill now in the house for renewal of the air mail service.

Approval of the plans for putting Richmond on the air route was expressed by Mr. Berry, who promised to do all in his power to encourage the re-establishment of a landing field at Richmond if the sentiment of business men and of the public in general is in favor of it.

Richmond offers unusual advantages as an aerial station, said Mr. Berry. The distance from the postoffice is shorter than in many cities of this size with good communication, electric power service and telephone and transportation to the center of the city.

COURT OF APPEALS AFFIRMS DECISION

GREENVILLE, Ohio, May 8.—The court of appeals has affirmed the decision of the common pleas court in the case of Minnie Shields plaintiff in error, vs. Edward Shields, defendant in error.

Never before was the Memorial hall so crowded with people as it was Saturday morning, when Billy Sunday, the evangelist, spoke here.

It is estimated that over 1,200 people were in the hall, and that at least 1,000 were unable to gain admittance. The meeting was held under the auspices of the Greenville Commercial club and President D. L. Haskins presided.

New Cases—Common Pleas
Case No. 22,885—Altha Keesauver vs. John Hisong. Damages, amount claimed \$5,536.

Case No. 22,886—The State of Ohio ex rel. Andrea Silverthorn vs. Roy Shields. Transcript from docket of J. W. Donovan, J. P. George W. Porter, attorney for plaintiff.

Charles H. Weldner was appointed administrator of the estate of George W. Weldner, deceased. Bond, \$9,000.

Robert Floeck was adjudged insane and committed to Dayton State hospital.

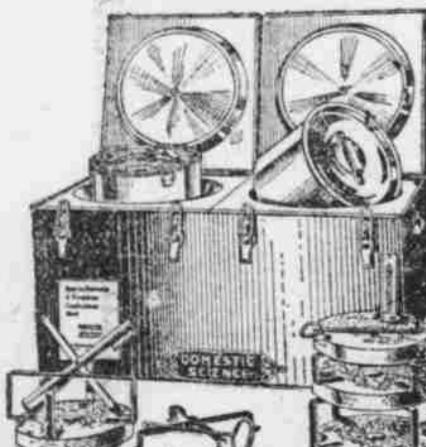
King George Shows Great Interest In Genoa Parley

LONDON, May 8.—While resting at Windsor Castle, King George manifests great interest in the Genoa conference and special arrangements have been made to keep him fully posted with all that is happening there.

Foreign office messengers are kept busy between Genoa and Downing street, while a special staff of telephone and telegraph officials have been installed at the castle to deal with the news from the foreign office.

AT ROMEY'S

Special Demonstration
Offer all This Week



During this demonstration we will sell this famous fireless on such easy terms you cannot afford to be without it. It will pay for itself in fuel and food-saving. You can stay out of the kitchen while the cooking goes on. Attend this wonderfully interesting demonstration where food will be roasted and baked without one minute's use of the oven. Special instructions given.

Even if you do not intend to buy now, it will pay you to attend this demonstration.

SHOP AT ROMEY'S

RADIO PROGRAM

RICHMOND STATION WOZ—

Daily, except Sunday
12:00 m., grain and live stock market
4:00-5:00 p. m., complete summary
of news, live stock and produce
markets, musical program and
weather report.

6:30-7:00 p. m., topics of the day,
after dinner stories, today's
household hints, and special
musical program.

1:00 to 2:00 p. m., musical program.
1:20 p. m., market reports (Satur-
day only).

4:00 to 5:00 p. m., musical program
with special features.

4:15 p. m., closing market reports,
police notices (except Saturday).

4:30 p. m., band scores.

10:00 to 11:00 a. m., special recital,
Evening concerts.

8:30 to 9:00 p. m., Monday, Wed-
nesday and Saturday.

INDIANAPOLIS (HAMILTON)—

Musical program 8:30 to 10:00 p. m.,

Tuesday, Thursday and Sun-
day.

PITTSBURG (WESTINGHOUSE)—

Daily schedule.

CLEVELAND (WESTINGHOUSE)—

Daily schedule.

NEWARK (WESTINGHOUSE)—

Daily schedule.

DETROIT (DETROIT NEWS)—

Daily schedule.

SCHENECTADY (GENERAL ELECTRIC)—

In respect to any of the above programs may be obtained by telephoning Hatfield radio studio, Lincoln 4702.

All programs operate on 300-meter wave lengths.

CELEBRATE ORIGIN OF LOCAL SOCIETY

The sixty-second anniversary of the St. Joseph society of St. Andrew's church was celebrated Sunday. The society attended high mass at 7:30 o'clock morning and received holy communion, and at 3 o'clock in the afternoon attended vespers services, hearing a stirring address by the Rt. Rev. Father F. A. Roell. The Rev. Roell spoke of the life of this patron, St. Joseph.

Sunday, May 21, the St. Joseph state federation meets at St. Andrew's church. It will be Catholic day. All Catholics will meet at the Westcott hotel at 8:30 o'clock that Sunday morning and will march to St. Andrew's auditorium, where Mayor L. A. Handley will give an address of welcome, followed by response of President Kreuzberger, of the federation. Pontifical high mass will be held at 10 o'clock in St. Andrew's church. Dinner will be served by the ladies of the church. Vespers services will be held at 3 o'clock and a sight-seeing auto trip will be made at 4 o'clock.

Supper will be served Sunday night, May 21, at 6 o'clock and at 7:30 o'clock several addresses will be given in the auditorium and musical selections will feature the program, by the St. Ann's society.

THE HELPFUL RECRUIT

From the Mississippi Bulletin.

"You told me to file these letters sir," said the new yoeman.

"Yes," returned the officer.

"Well, I was just thinking that it would be easier to trim them with a pair of scissors."

Health Is Beautiful

The glow of health gives beauty to the homeliest face. "Good looks" come from proper food and healthful exercise—you can't smear them on with paste or cream. Eat

Shredded Wheat

every day. Cut out heavy foods and rich pastries. Shredded Wheat, easily digested, ready-cooked, with green vegetables and fresh fruit, will bring beauty of face and figure. Supplies every element the body needs and its daily use keeps the intestinal tract clean and healthy.

For a warm, nourishing meal heat two Biscuits in the oven to restore their crispness; pour hot milk over them, adding a little cream and a dash of salt. Delicious with sliced bananas, prunes, raisins or canned fruits.

TRISCUIT is the Shredded Wheat cracker—a real whole wheat toast—and is eaten with butter or soft cheese.

Send two-cent stamp for copy of our new book, "The Happy Way to Health," which tells how to keep healthy and strong and how to prevent many ailments and diseases by eating the right kind of food.

The Shredded Wheat Company, Niagara Falls, N. Y.



\$1.00 will put a Domestic
Science Fireless Cooker
in your home.

During this demonstration we will sell this famous fireless on such easy terms you cannot afford to be without it. It will pay for itself in fuel and food-saving. You can stay out of the kitchen while the cooking goes on. Attend this wonderfully interesting demonstration where food will be roasted and baked without one minute's use of the oven. Special instructions given.

Even if you do not intend to buy now, it will pay you to attend this demonstration.

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Abel's Velvet Ice Cream

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Retail Phone 1901

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KNOLLENBERG'S

A Remedy for the Railroads

BY FREDERIC J. HASKIN

WASHINGTON, D. C., May 8—Differences of opinion regarding the advisability of consolidating the railway systems of the United States in accordance with the provisions of the Transportation Act is making itself felt. This plan was devised by Congress, with the aid of experts, as one of the most feasible solutions to the American railroad tangle. Senator Cummins of Iowa is one of the chief champions of the plan and expresses the opinion that unless the railroad systems are consolidated, the nation cannot escape Government ownership and operation.

The general plan to consolidate into 20 or 30 main systems the hundreds of railroad companies now operating in the United States. The American railroad system developed as the result of independent projects of individuals or small companies. In fact the railroad systems that now exist, such as the Pennsylvania, the Baltimore and Ohio and the Southern are nothing more than consolidations of a number of smaller lines. These consolidations have been the result of acquisition of additional mileage by lines which desired to extend their scope. It was a natural development with no statutory dictation behind it.

The Transportation Act plan would merge about 800 lines into 20 or 30 general systems and the consolidation would not be as the companies want it particularly, but as the Interstate Commerce Commission, charged with enforcing laws governing railroad transportation, wants it.

The consolidation theory and plan have had careful study by many experts. The latest study to be made is that of Dr. Jean Paul Muller, an attorney and economist of Washington, who specializes in railroad and industrial investigation. Dr. Muller's study has caused him to oppose the consolidation plan because of the method adopted for putting it into effect.

He declares that the plan will not reduce rates but is more likely to increase them to even more burdensome levels. He does not oppose the general principle of consolidation but contends that it should be a natural development on the initiative of the owners.

Muller Combats Cummings. One of the chief arguments advanced by Senator Cummings and his adherents in favor of the Government consolidation plan is that it will unify railroad rates and place the whole country on the same operating basis. Dr. Muller denies this. He declares that there will be just as much difference of quality in management proportionately among 20 or 30 systems as between 800 railroad companies. The result will be that some of the big systems will grow strong and others weak, just as among the separate 800 railroads. Such a development would bring about in the course of a few years the same situation that now obtains and there would have to be another consolidation so that the weak roads could be absorbed. This process would go on, Dr. Muller thinks, until ultimately the there would be but one great railroad system. Obviously the result of this would be the total destruction of competition, the element in business of all kinds which experience

shows is the instigator of progress and service.

Dr. Muller's analysis persuades him that the principal weakness in the American railroad system today is the restriction in the Transportation Act which limits the earnings of a railroad to 6 per cent. He points out that railroads, like all other enterprises, must pass through periods of prosperity and depression. He says that in the natural course of business the individual or the company is able in good times to earn enough money to permit of laying aside a surplus. This surplus is drawn upon when hard times come and earnings dwindle. This is the policy which kept alive many great corporations and many small firms during the last year or two of business depression.

The general plan to consolidate into 20 or 30 main systems the hundreds of railroad companies now operating in the United States. The American railroad system developed as the result of independent projects of individuals or small companies. In fact the railroad systems that now exist, such as the Pennsylvania, the Baltimore and Ohio and the Southern are nothing more than consolidations of a number of smaller lines. These consolidations have been the result of acquisition of additional mileage by lines which desired to extend their scope. It was a natural development with no statutory dictation behind it.

Now, Dr. Muller points out, if the law limits to a low figure the amount of money which a railroad man can earn, how can it lay a surplus aside for a period of diminished income?

The natural course for a railroad to take in hard times would be to reduce rates. All merchants do this. In prosperous times, they can get high prices. In hard times, they must cut. By such a course, business is stimulated. Bargains are offered and it is found that trade is enlivened to such an extent that profits begin to reappear and prosperity returns. The same rule would affect railroads. If when times are hard, the railroads could cut freight and passenger rates and offer bargain transportation, traffic would be stimulated. Under the earnings restriction rule, Dr. Muller points out, the railroads must run counter to the natural trend, and in hard times, increase their rates.

See Suicide for Roads. All business men and economists know that when rates go up, business decreases. The railroads thus are put in a suicidal position.

Dr. Muller believes a remedy exists for this situation but not in the Transportation Act as now drafted. He favors the consolidation of the railroads but declares the personal, competitive element must be restored.

It will be remembered that a couple of years ago the country was hearing much about the Plum Plan. This was a plan whereby the railroad union workers would share in the earnings of the railroads. Dr. Muller proposes a plan which is somewhat reminiscent of this. He would permit the railroads to earn as much as they can in prosperous times. They would be regulated, especially to prevent the cutting of melons and the distribution of dividends to stockholders to the extent of impoverishing the surplus laid by for the rainy day. But otherwise they could go ahead and make what they could under the regulation, as to general reasonableness of the Interstate Commerce Commission. In hard times they would depress their rates until business was attracted and stimulated once more.

The vital point of Dr. Muller's plan seems to be that as rates and earnings of the railroads are to be regulated, so that the weak roads could be absorbed. This process would go on, Dr. Muller thinks, until ultimately the there would be but one great railroad system. Obviously the result of this would be the total destruction of competition, the element in business of all kinds which experience

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No "cure"—but helps to reduce paroxysms of coughing.

VICKS

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Masonic Calendar

Monday, May 8
Richmond Commanders, No. 8, K. T. Drill and preparations for state convclave.

Tuesday, May 9
Richmond Lodge, No. 196, F. & A. M. Called meeting. Work entered. Apprentice degree.

Wednesday, May 10
Webb Lodge, No. 24, F. & A. M. Called meeting. Work in Master Mason degree. Beginning 7 o'clock.

Friday, May 12
King Solomon's Chapter, No. 4, R. A. M. Stated convocation.

A. M. Stated convocation.

The famous Venice museum known as the Academy, which was closed six years ago when Italy entered the war, is again open to the public. Its most famous painting, Titan's "Ascension," has been removed and is hung in the Frari church.

The quickest way to drive a way dull care is