

CISCO DAILY NEWS

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SAYING AND DOING

During this period of notification, formally telling candidates of the several parties that they have been nominated for president or vice-president, a world of oratory has been turned loose. Words, words, words. Out of all this it remained for Mr. Roosevelt today notified of his nomination for vice-president on the democratic ticket, to lay down a fact patent to all, viz: It is doing, not saying that brings results.

This is true in administration of public affairs, from the national establishment down to the smallest political division. The people have been fed upon promises until they have become skeptical. There is plenty of evidence to support this statement, right here in Texas, easily discernible when one looks at the figures showing the total of the votes cast in the recent primary election and compare them with the full voting strength of the state.

The people have lost faith. They have tired of promises made and not fulfilled. Some hope

arises in the breast of every man, as he hears the leaders of the party to which he adheres telling what that party is going to do to redeem the country; he flushes with pride as he sits under the stream of oratory, and then is very likely to go home, quietly study the matter, remembers that he has been hearing just this kind of speech all his life, that he has been thrilled many times by promises of such great things to be achieved and then he again remembers how all of these promises have failed in the keeping and thinks "What's the use?" Then when election day rolls around he is busily engaged in his field, in his office, in his store, factory, or shop and does not take the time to go to the polls and vote, even if it happens to occur to him that it is election day.

Mr. Roosevelt, in his speech of acceptance, talks more like the business man than the politician. He flatly tells the people that talk will get them nowhere, that it is what is done and now not what is said that will bring results.

MERCURIAL FRANCE

The French people are not satisfied. They were not satisfied with the signing of the armistice in the world war. They were not satisfied with a thorough whipping for Germany, and nothing less. They have fretted under the conditions which have followed the armistice and still more in the delay in the carrying out of the terms of the armistice and the treaty of peace. They are fretting.

Now France has determined, alone if necessary, if the others of the allies will not join with it, to send a short and sharp note to Germany telling it that it must comply with the peace terms and that if it does not do so at once, that it, France, will send its armies across the border and make the Germans do exactly what it is telling them to do.

There is a ring about the statement coming out of France relative to this that sounds like business. France is not alone in the belief that Germany is not whipped, not by a long way. The French people who have suffered so greatly by the ravages of war, in the killing of their people and the devastation of their country, could but feel that "an eye for an eye" was the right thing in their case and that Germany should be allowed to go free, with its greatest criminals of the officer class

never brought to trial, never convicted and punished for their crimes against humanity, it is little wonder that the French people are restless under these conditions. A glance over the papers day by day and noting the many wars now going on in the world, can but raise the question, "Why the world war?" What has been accomplished? There is not one of the allies possessed of the assurance that it will not again have to go to war for the liberty of the peoples and to make the world "safe for democracy."

Poland is being crucified by the very worst element growing out of the world war and the allies must either come to its assistance or admit their inability or disinclination to bring about and maintain the peace of the world.

The end is not yet and it may be that France, fretting under the treatment it is receiving at the hands of Germany, may throw aside discretion, renew the war on that country which, coupled with the outraging of Poland now going on with no effort on the part of the allies to stop it and the effort of Germany and Russia to negotiate secret treaty, force an outlook which is not bright for that world peace for which this country and all the allies sacrificed so much.

TENNESSEE

Just now Tennessee has the center of the stage. If its legislature, called in special session by Governor Roberts today, does not ratify the woman suffrage amendment the women of the country will not vote in the coming presidential election.

From a partisan standpoint it appears that it is playing a bit "mullish" or that there is a stronger individuality among the members of its legislature than is found in other states. These members must be, in some manner,

immune when the party whip is cracked. They are ignoring party platforms and party orders.

Not only have the democratic and republican candidates appealed to the Tennessee legislators to ratify the amendment, but even the presidential candidate of the Farmer-Labor party is on the ground working for ratification.

The latter has really sprung something. He says to Candidates Cox and Harding, "If you cannot hold the members of your party to the party's pledges be-

fore election, the country can doubt your ability to carry out your pledges if you should be elected to the presidency.

There is enough in that statement to cause party leaders, as well as the common people, to wonder why is a platform.

EARN THE NEW RAILWAY RATES.

The action of the Interstate Commerce Commission in raising freight, passenger and Pullman rates on the railways is an emergency measure to meet conditions growing out of the great war. It does not settle or seek or pretend to settle, finally, any issue of ultimate railway policy.

We stood confronted by many conflicting theories as to the disposition and control of the railways, ranging from the Plumb plan and other programs of nationalization to the most reactionary doctrines. We were faced also by a condition alone that the commission, as the lawful rate-making body, has dealt.

Consequent upon the war, the cost of living and of doing business had in most respects doubled. Railway rates, until recently railway wages, had lagged far behind the general advance. The railways were doubly hampered by the dissatisfaction of essential workmen and by their inability to bring their right of way and equipment up to date. Upon the continuance of railway service at its best, with wise provision for the future, the prosperity of the country depends.

The wage award of the Railway Labor Board on July 20, and the rate schedule of the Interstate Commerce Commission ten days later, cover independent but related aspects of the same problem. Both mark progress; both should clear the way for faithful, intensive work. With wage increases not all they asked, but recognizing the greater need of the lower paid men, the country has a right to expect from the employes an old-fashioned efficiency in personal effort. With rate increases which meet the changed prices for labor and materials and consequent eased credit, the railway head offices should bend their best energies to moving trains and improving service for the common good.

There are railways good and bad; lines that have been well managed and others that have been plundered. They are all common carriers, all alike necessary to the welfare of the country. Whatever decisions of policy the country may hereafter make, whatever differences exist even in matters of detail, it was necessary to deal with in emergency broadly, and with all lines as groups affected by common conditions.

The country has the right to expect now, and does expect, good railroading work from a race of men who in the past, whatever their defects, never have been accused of lacking energy or resourcefulness. There are the rates. Let them be earned by service.—St. Louis Post-Dispatch.

ON LAND AND IN AIR.

Rapidity of the progress being made in air navigation appears the more surprising when contrasted with the comparatively slow progress the world made in the use of railways. There was, practically speaking, a generation of pause and of doubt between the realization of the fact that steam power might be used to haul vehicles along artificial roadways. Delay may have grown less out of incredulity as to the mechanical principle itself than to difficulties in the way of overcoming some natural obstacles. Some engineering problems for a time seemed insoluble, which at present appear trivial. A question was raised whether smooth wheels could run on smooth rails, and a decade passed before it was demonstrated, finally, that they could, and on steep grades, with sufficient locomotive power.

That was in 1811. But use of the new means of transportation was so slow that, in the article on "Railways," in Chambers' Encyclopedia, written not long afterward, it is said: "It certainly seems very strange that notwithstanding the proved feasibility of railways, the public at large could not be stimulated to give any heed to the subject. It was shown in this and in the analogous case of steamboats, that the world may remain skeptical of an invention long after it has been practically established beyond cavil." The first railway

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line was opened for traffic between Liverpool and Manchester, after half a dozen failures of the enterprise, in 1825. In that same year a very short line was built and operated in Massachusetts. Thirty years had then passed since Trevethick had shown the practicability of steam locomotion.

The Wrights and other had not demonstrated the practicability, not to speak

of the safety, of air navigation, until well toward the end of the first decade of the present century. But it is only an announcement of the ordinary day's news in 1920 that daily aerial mail service between Chicago and St. Louis is on the point of being established. Aviators are running races for the making of time records for mail service use between New York and Juneau, Alaska.

In less than a week after the war's ending, the postal authorities took under advisement plans for establishing aerial mail service between New York and San Francisco. The war gave a great impetus to aviation, but the world moves faster now than at the beginning of the nineteenth century, and it has ceased to be afraid of trying new things.—St. Louis Globe Democrat.

Dentist Electrocuted.
International News Service.
SEYMOUR, Ind., Aug. 9.—Dr. C. L. Cope, 29, dentist, was instantly killed in his office when he came in contact with a high voltage wire on an x-ray machine with which he was working. He was unmarried.

Owl smoker tonight.

Everybody's Store

O. D. BIBBY, Proprietor

Parents--Did You Read This in Yesterday's Daily News?

(Reprinted from Cisco Daily News, August 8, 1920.)

INCORRECT POSTURE LEADS SCHOOL PUPILS' DEFECTS

Medical Inspector Lays Plans for War on Curvature of Spine Danger at Opening of Term Next Fall.

WASHINGTON, Aug. 7.—Incorrect posture is one of the most prevalent of physical defects among Washington public school children. Curvature of the spine, an outgrowth of incorrect posture, exists to a small extent. This was disclosed today by Dr. Joseph A. Murphy, supervising medical inspector of the public schools.

Dr. Murphy declined to place an estimate on the number of cases of these physical defects among the school children, but said there is no need for alarm. Everything possible has been done by school medical inspectors and physical culture instructors to correct the defects, but still more stress is to be laid on these subjects when the schools reopen in September.

Due to Desire to Relax. Incorrect posture, in the opinion of Dr. Murphy, is due more or less to the desire of school children to relax their muscles and sit in exceedingly comfortable positions, not only in the classroom, but in the home. The general physical condition of the child also, Dr. Murphy believes, is a potent factor in the cause of the defects.

Curvature of the spine among the Baltimore school children, according to reports from that city, exist to an alarming extent. Long confinement at school desks not of the right size to seat comfortably the children is given as the cause of the physical defect there by Baltimore physicians. This condition

exists among Washington school children in a few cases, but Dr. Murphy made it clear that it is not due to unsuitable desks.

Desks in almost every school, Dr. Murphy said, are adjustable, and are regulated to suit the pupils. Teachers in the schools also closely scrutinize pupils and made them sit correctly at the desks when they are discovered lounging while reading or writing.

Finds Few Cases of Curvature. One reason why Dr. Murphy has been unable to discover exactly the number of curvature of the spine cases among the school children is due to the lack of authority to examine a pupil partly nude. During the recent weighing and measuring of the children, Dr. Murphy said, some parents consented to permit the medical inspector to partly remove clothing from the bodies of some of the children. With this process, Dr. Murphy pointed out, he was able to discover a few cases of spine curvature.

Medical inspectors and physical culture teachers, however, Dr. Murphy said, can detect cases of incorrect posture by merely watching pupils while seated at their desks. There are many such cases among district school children, but if the plans for future physical development are carried out in the schools, a great majority of them, it is believed, will be corrected, and Washington will be able to boast of having the best physical developed school children in the country.

The Remedy for the Boys is "RIGHT POSTURE" SUITS

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They give him the guidance he should have--a gentle reminder how to carry himself sitting or standing. A physical developer that works by subtle influence--and accomplishes what no amount of precept can accomplish.

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