

MEN POOLED THEIR ALL, \$25, AND SOLD OUT FOR \$250,000." After Cox's conviction the judge, John M. Killits, said to him, "You may justify the despicable business you are in, but decent people never will." But this was mild compared with what the judge said to Dr. Cook when pronouncing sentence:

"So you can say nothing. You have come to the point where your peculiar personality fails you. The twentieth century should be proud of you. History gave us Ananias and Sapphira. They are forgotten, but we still have Dr. Cook.

"Cook, this deal of yours is so damnably rotten that it seems to me your attorneys must have been forced to hold their handkerchiefs to their noses to have represented you. It stinks to high heaven. You should not be allowed to run at large. I know that you have your ill-gotten goods put away, but your wife and daughter should not be allowed to touch them. You have stolen this money from widows and orphans. You should start another company and distribute it back to them.

"Cook, have you no decency at all? Are you not haunted at night by these pitiable figures? How can you sleep? I am not going to do justice in this case, for I think that you will get it somewhere else. You ought to be paraded as a practical warning in every State where you have sold stock."

This "blistering rebuke" from the trial judge seems to meet with the approval of the *Tulsa World*, in one of the great oil-producing States, and recalling Dr. Cook's attempts to steal the credit for sealing Mt. McKinley and discovering the North Pole, this Oklahoma daily speaks of the evidence of the trial as "again showing the deceitful, conscienceless adventurer seeking wealth at any price," and concludes that "in the silence and dishonor of a felon's cell, he surely will have occasion to bemoan the moment when he yielded to the worst elements of a nature that defies analysis." The Oklahoma City

Daily Oklahoman congratulates Judge Killits on his scathing denunciation of Dr. Cook, and asserts that "the Government should not stop with the conviction of Cook and his associates, but should hew down the line until every fraudulent oil promoter is behind the bars." In Fort Worth, where Dr. Cook made his headquarters, some of the newspapers seem to be a little more cautious in their comment. *The Star-Telegram* observes that it was inevitable that the spectacle of fortunes made over night in oil should have started "the get-rich-quick contagion," and "attracted those who were skilled to take advantage of such a spirit." It insists that many promoters who failed really tried to make good, that for every oil company whose methods of operation were crooked, "there were a hundred in Fort Worth who played square with their partners in the oil gamble." Similarly *The National Oil Journal* of Fort Worth insists that in the oil business "many promoters have honestly believed the impossible," and it holds that "because of the heavy penalties assessed, the court has created sympathy for those who stand convicted," while the remarks of Judge Killits strongly remind this Texas oil-trade editor "of a cheap brawl in which the victor, after having knocked his opponent successfully to the ground, stamps the prostrate form."

QUACK DOCTORS BY THE THOUSAND

THERE ARE FEW MORE DESPICABLE CRIMES, declares the Pittsburgh *Chronicle-Telegraph*, than that of "letting loose a lot of ignorant and unscrupulous persons to prey upon the lives and pocketbooks of the American people." Yet out in Missouri, notes this paper, "the authorities recently discovered a supposed medical college which, they say, existed only for the sale of doctors' diplomas, and Connecticut officials say they have traced a connection between this institution

and one of their State boards of medical examiners." "A more cold-blooded exploitation of human need could hardly be imagined," remarks the Philadelphia *Inquirer*, and Governor Templeton, of the State made famous by the manufacture of wooden nutmegs, agrees that the exposure of the "diploma mill" is "the greatest scandal in the history of the State." An extraordinary grand jury is inquiring into conditions under which certain doctors' diplomas were obtained. Meanwhile, says a Hartford dispatch to the *New York Times*, the licenses of some fifty "graduates" of one of the "schools" under fire have been revoked by the State Department of Health.

One of the men charged with selling fake high-school diplomas in order that the prospective student's path to a medical college diploma might be made easier, and now under indictment in St. Louis, according to a Hartford dispatch to the *New York World*, maintains that the "diploma ring" operated throughout the entire country; that it has "turned out" in recent years between 15,000 and 25,000 "doctors," and that the only States free of the menace are a few with strict laws, like Minnesota. Many fakers have been able to obtain licenses to practise medicine, it



United Newspictures photograph

THE STAR REPORTER

Harry T. Brundige, of the St. Louis *Star*, who began the exposé of a chain of medical diploma "mills."

is said, by having a competent physician take the examination for them under an assumed name. Another scheme is to buy up the diplomas and licenses of deceased physicians, and assume the name of the former owner. Harry T. Brundige, St. Louis *Star* reporter whose investigations and revelations in Kansas City and St. Louis are said to have brought about the present inquiry, claims to have had no trouble at all in becoming a full-fledged physician in three days. Where photographs are required on licenses for identification purposes, says another Hartford dispatch, unfixed prints which fade to blank white paper in thirty days are used. Three officials of a medical examining board in Connecticut, according to the statement of a witness now under indictment, and published in the *New York American*, furnished the "diploma mill" officials copies of the examination papers to be used on the following day. "The diploma sharks would then retire to a room, find answers to the questions, mimeograph the answers and distribute a copy to each candidate." We are told in the *New York World* that fake diplomas have been issued from fifteen schools in all sections of the country. Special cars, says *The World*, "were used to bring recruits from St. Louis to Hartford. Four trips were made each year, and the candidates for doctors' shingles'

included barbers, drug clerks, carpenters, soda dispensers, plumbers, automobile mechanics and traffic cops."

"This is ghastly business," is the crisp comment of the Jersey City *Journal*. "To what extent tombstones throughout the United States tell the story of this hideous fraud will never be known," it adds. "The particularly sinister feature of the Connecticut story," points out the Pittsburgh *Chronicle-Telegraph*, "is the alleged connivance of members of the medical examining board with the fake medical college." This, in the opinion of the

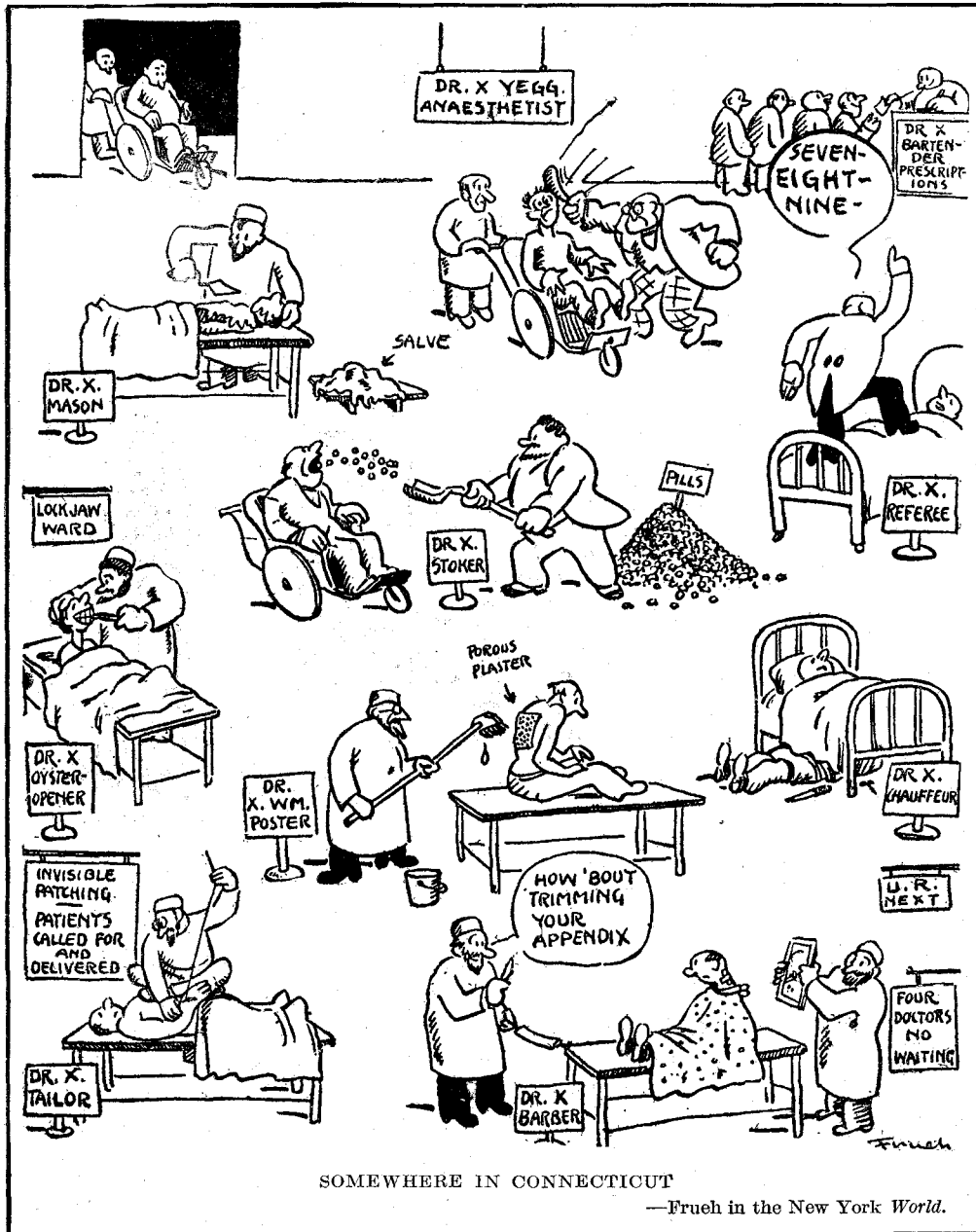
challenge credibility if the facts which have already come out did not support the charge."

"Quackery in surgery or medicine is no new thing," notes the New York *World*, "but these disclosures are important and disturbing in their revelation of the extent to which quackery has been made an organized business." "The Connecticut investigation should lead to a general inquiry," thinks the Buffalo *News*. Moreover, believes this paper, "the various medical societies should take the initiative, for the public looks to them for protection against these dangerous pretenders." "This matter, which has become a most serious scandal, should be probed to the bottom," agrees the Boston *Transcript*, and it adds:

"It is quite manifest that the laws of Connecticut are decidedly lax in regard to the licensing of physicians. If they were not, it would have been impossible for the 'diploma mill' in Missouri, a State which is the seat and center of this business of foisting false 'doctors' on the community, to insinuate its 'graduates' into medical practise in the East through the agency of a Connecticut licensing board. It may be that the laws of more States than Connecticut, and including Massachusetts in the list, are too lax along this line. The public in every part of the Union is entitled to protection against the operations of fakirs who pretend to be doctors, when they are not, and who are likely at any time to cause untold suffering and death.

"The State of Missouri has reason to be thoroughly ashamed of its record, now long and ghastly in the making of bogus physicians and surgeons. Connecticut certainly does not want to incur a similar shame. The people of that State should be aroused to a contemplation of the discreditable effects of the laxity of the State's laws. It is time for Connecticut to clean house.

"The quack, to be sure, we shall no doubt always have with us. There will always be a numerous class of sufferers who prefer the charlatan. No State can endow its citizens with common sense. But the State can at least prevent such wholesale exploitation of the credulity of the ignorant as now prevails."



SOMEWHERE IN CONNECTICUT

—Frueh in the New York World.

New York *Sun and Globe*, "is as despicable and dangerous an abuse as unscrupulous men have been able to perpetrate." For, as the New York *Evening Mail* reminds us, "the abuse of confidence of which the fake physician is guilty, involving as it does not only the purse but the health—even the life—of his victim, is of the cruelest character." To the New York *Tribune* "the effrontery of these quacks and their cold-bloodedness are beyond normal comprehension." Continues this paper:

"These parasites and their accomplices give pause to the thought that human nature is being purged of cruelty. Plain thuggery and crimes with special motives of enmity are not so sickening as the homicides of these impostors, who set up as physicians and surgeons knowing that they are more likely to kill than cure.

"To find here and there a man so perverted as to make a profession of malpractice is not staggering, but that an organized service could exist to foist fake doctors on the country would

In the Connecticut-Missouri scandal the New York *Evening Post* discerns "a striking lesson in the propriety of setting up a single State examining board, and asking the medical profession to keep an eye upon its standards. Connecticut has had six boards, with a resulting lack of responsibility." As *The Post* goes on to explain:

"Standards of medical education in the United States are now at a safe height. School after school, State board after board, has adopted the rule that two years' collegiate work shall be required before admission to the medical course, till it is in general force. The American Medical Association and the Council on Medical Education declared in 1916 for a standard of four years' actual medical training, followed by one year in hospital, and this has been widely accepted. But we still have to guard against scoundrels who are outside the law, and against representatives of various pseudo-scientific 'isms' who try to climb over the law."

RAILROADS BOOSTING PROSPERITY

MORE THAN THREE BILLION DOLLARS have been spent by American railroads this year for fuel, materials, supplies and maintenance of equipment, according to their executives, and the expenditures for the coming year are expected again to reach this staggering total. And this does not include any direct expenditures for labor, but, as the New York *Tribune* explains, "has gone to the industries of the country and has thus contributed to the expansion of business and the employment of industrial labor." Moreover, continues this paper, "no greater demonstration of confidence in the soundness of economic conditions and the intelligence and good faith of the public than this could be given." In fact, "the general prosperity of the country is reflected in these figures," agrees the Washington *Star*. "They mean, first of all, that there has been a great volume of business in the country, for the freight records constitute one of the surest indexes of business volume." Whereas weeks in which a million freight-cars were loaded were considered "freaks" previous to this year, for almost six months the country's railroads have loaded freight-cars at this rate. From all this the New York *World* concludes that the roads are not "going to the dogs." Nor is business generally, points out the St. Louis *Star*, for "the fact that the roads are busy hauling freight is a sure sign the factories are busy making it. This is a good barometer of business throughout the nation." As we read in the Baltimore *Manufacturers' Record*:

"The railroads are moving the heaviest traffic in their history. Week after week, lately, there have been more than 1,000,000 cars loaded with revenue-producing freight. This freight has been moved expeditiously, altho the companies have not yet received all the new equipment ordered from builders early in the year. Since January 1 last 40,000,000 cars have been laden with paying business, this being an increase of 7,000,000 cars as compared with the same period of last year. Furthermore, statistics have been compiled for the first eight months of this year, showing that the ton mileage of freight traffic in that time amounted to more than 304,000,000 net ton miles, an increase of 33½ per cent. over the same period of last year. It is true that traffic last year was reduced by the shopmen's and the miners' strikes, but it was, nevertheless, 5½ per cent. greater than in 1918, when shipments were greatly stimulated by the war, and it was even more than 3½ per cent. greater than in 1920, the previous record year for traffic."

But it is the proposed expenditure of \$3,000,000,000 more next year, and its potential effect upon business expansion, that catches the attention of financial writers, remarks the Baltimore *Sun*. "This will make business brisk," predicts Arthur D. Welton, in a Chicago dispatch to the Philadelphia *Public Ledger*. As a consequence, he goes on to say:

"To-day every one is looking forward with hope and confidence. There might have been a conspiracy to force a change, it came so suddenly. Judge Gary caught the ball and carried it back to midfield with the announcement of his satisfaction with conditions and an extra dividend for United States Steel. The Stock Exchange caught a forward pass and gained twenty yards in the face of weakening bear opposition, and since then any one can get through for a touchdown.

"The railroads have so far recovered their confidence that they are planning to spend more billions next year, just as if Congress was not going to do all kinds of fearsome things. If the message that comes through the air is correctly interpreted, Congress isn't going to do anything fearsome at all. It isn't the season for fearsome things. Radicalism thrives only on disaster, and disaster is not popular. Business is going on whether any number of Congressmen like it or not.

"Considered in relation to each other and with all allowances made for extraneous influences, the present condition of business warrants the confidence of the railway executives in adopting such a program of large expenditure."

As an indication of what business in general may expect as a direct result of the new railroad program, we are told by *The Wall Street Journal* that—

"Orders and prospective orders for cars, steel rails, locomotives and tin plate aggregate hundreds of millions of dollars.

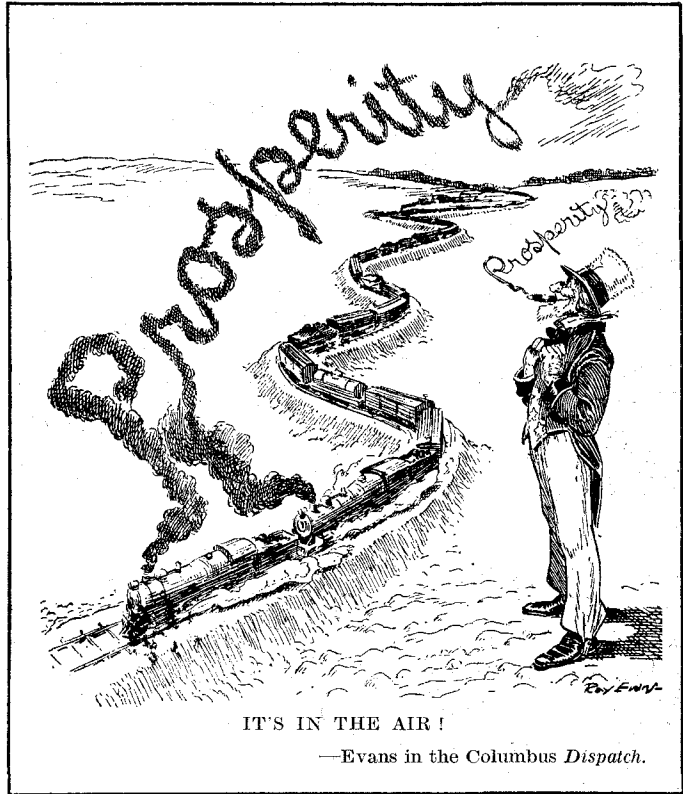
"Steel-rail mills have enough business on their books to keep their rolls turning for the next eight months. Business on books of all rail companies runs close to \$70,000,000.

"American Can's order for 6,000,000 boxes of tin plate and that of the Continental Can Co. for 1,500,000 boxes have a total value of more than \$40,000,000.

"Actual orders and prospective orders for railroad cars total close to 100,000, with a value around \$200,000,000. Car-building companies should be kept busy throughout the first half of next year.

"Copper-consuming companies are buying good quantities for delivery in the first quarter of 1924.

"Pig-iron buying last week totaled between 600,000 and



700,000 tons, indicating the belief of consumers that a good business is in prospect in the next half of next year.

"Chain-stores and mail-order houses are doing a record business, with every indication that this prosperity will continue.

"Labor is fully employed, and the savings of the people are increasing at a rapid rate.

"With 4,000,000 new automobiles produced this year, it is evident there will be no falling off in gasoline consumption next year.

"Automobile companies are operating at a record pace for this time of year, and purchases of steel and other products entering into the manufacture of cars mean manufacturers regard the outlook for 1924 as favorable.

"After two years of depression there is an improvement in the demand for harvester machinery. Incidentally, agricultural conditions show marked improvement."

In the opinion of the Philadelphia *North American*, "the stability of the nation's social and business structure depends largely upon an adequate and properly functioning system of transportation." "And without new cars and new locomotives, and the expenditure of huge sums for repairs," adds the Norfolk *Virginian-Pilot*, "the nation's heavy transportation could not have been borne." Furthermore, we are told:

"Increased railroad expenditures for equipment have done more than improve the efficiency of our national transportation system. They have been in part responsible for the added momentum imparted to the machinery of business during the current year. Railroad buying has kept the steel industry operating at a far higher rate than would have been possible in the absence of such an influence, and has in this and in other