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THE OMAHA BEE: SATURDAY, JUNE 7, 1924.





Grasshoppers, drouth, and such like discouragements were faced with the supreme courage that animated the great souls who laid the foundations for the present day to build upon. Settlers finally found means whereby they could exchange experiences, and through this mastered the secrets of Nebraska's soil and climate. Steadily they moved forward, facing new problems as they arose, until finally they had conquered, and a great state came out of their effort.

that hope to realization.

stances.

Nebraska is now one of the greatest food-producing states in the union, and that means in the world. It does not lead in the production of any single crop. except possibly hay, but it does bring forth such a variety of food crops as sets its total high on the list. Having more than one string to her fiddle, Nebraska does not feel depression quite so keenly as do neighboring states, where the variety of agricultural resource is not so great a factor in prosperity. On this rests the steadily expanding wealth of Nebraska, the prosperity and consequent happiness of her people.

Letters From Our Readers All letters must be signed, but name will be withheld upon request. Communi-cations of 200 words and less will be given preference.

Letter to a Congressman. Adjournment of congress without passing any of the measures asked by the farmers merely serves to prolong the fight. Up in South Dakota pins are already being set up for the next round. Carl Gunquestion, I say derson, republican nominee for governor, and head

mission as to local control of the rail-Kearney, Neb.-To the Editor of and makes me think of my old friend. The Omaha Bee: Writing to Hon John C. Calhoun, when he demanded Robert G. Simmons on the reilroad state rights under the constitution

Now, a word relative to the railroad labor board and the fixing of wages. What I want to say is that this The labor board and the lians of castor question of railroad rates and legis and watching it function, reminds m lation is too big for a fairly busy doc. of the fellow who was buggy and had both hands tied-it simply drove him tor to write about intelligently, and tor to write about intelligently, and crazy-and a similar condition exists I can only touch on the hem of the with this-board in that their findings garment. President Coolidge, himself, in so many disputes have been cor

could make only a brief suggestion in his December address and relegate the task to competent authorities; but I know of a number who have a broad understanding of this subject, and one of them is Senator Cummins of long. Being hore, and reised in brief reference to the ways question ers. Here is a program that should attract support. The farmer is to be lifted up, his products to be set on a level with those of the manufacturer. It is the spirit of live and let live applied to one of the really vital problems of our national life. Farmers are industriously and intelligently seek. and I have learned to like and admire him as a liberal democrat sometimes likes to think of and hold admiration for a big, brainy republican. If the Esch-Cummins act needs revision, and I presume it does, at least the rank and file seem to think so, for the bet-terment of the whole neonle net escape and track men a living year around wage and tame down and call a halt on the arrogant nower of the eral legislation on their behalf, and in demanding this they have but followed the example of others. The tariff law takes care of the manufacturer, the transportation act secures the railroads, and the the management of railroads and the rate question as it affects the dif-ferent classes in the several states. The cases you cited in reference to the car shipment of potatoes from Dawes MI Scotts Bluff counties seem like instances of excessive freight rates, but it must be remembered that potatoes are perishable freight and greater compensation in return for this partially accounts for the high this basal metabolism than these same A nearer market than Musko- engineers, firemen and railway train tariff see, Okl., would also help the Scotts men; but they are wonderfully organ Bluff county farmer and bring him a lzed with real brains at the stern, better net return on his shipment, that it would take a strong barrage

dear people, the consumers, will rise up and call you blessed for ever and a day. HENRY FARRELL, M. D. day. HENRY FARRELL, M. D. P. S. Right at this time the shop-craft, car repairers and section men last three days of May, and this in throughout the country are for the spite of the fact that there is plenty most part on an eight-hour schedule of work to be performed in almost and five days a week, and the switch. every department of the various lines.



Pioneers as a rule hold firmly to their opinions, millical or religious. This was true of those who mme to Nebraska. It was the sturdy races of Europe, the thrifty and frugal, the enterprising and industrious, who settled this state. Germans, Scandinavians, Bohemians, Irish, English and Scotch, together with the younger men who had followed Grant, made up the successive waves of migration that brought the prairies under subjection. While they were building their homes, they laid secure the foundations for political and religious liberty. All shades of belief and creed were represented in those ranks, but over it all was that tolerance that has made the state at once an enigma and a beacon for other states.

Political fires blaze up in Nebraska, for the people have great faith in themselves, and are impatient of a leadership that seeks to dictate rather than direct. But these fires have never burned so fiercely as to destroy any part of the freedom that was found here by the pioneers and has since been so carefully nurtured. Partisan prejudice nor religious bigotry have not been permitted to sway the course of this state in its steady upward march.

Nebraska salutes America, a proud and upstanding sister in the great sisterhood of states. Nebracka men have followed Old Glory from 1861 to 1917. Nebraska men and women have won high place in all fields of human endeavor. Out of the fields, the pastures, the orchards and gardens of this state go every year millions of tons of food to the world. Seldom does a Nebraskan burst like a meteor across the political sky, but the taste of Nebraska wheat, corn, meat, butter, eggs, potatoes, apples, and the like is known wherever humanity has need for food. And the men and women of Nebraska, inheritors of the strength of mind and soul that sustained their forebears-and many of these are still vieing with their grandchildren-cherish the freedom that is theirs by right, the choicest fruit of the fields that bloom for the good of the world. In honest pride, Nebraska salutes America.

IT SIMPLY CANNOT BE DONE.

The timberlands were cleared and homes builded thereon by men and women who depended upon their own toil and sacrifices for success and happiness. The prairies were subdued and brought into cultivation by men and women who depended upon their own brains and muscles and industry.

Law enactment can never take the place of honest work in building real success.

Permanent prosperity is builded upon performance, not upon political palaver.

Loyalty to the job means more than merely putting in the hours. It means putting heart into the work.

We can not shirk on the bosses' time without injuring ourselves.

If the world owes us a living we must be our own collector.

Shiftlessness is always asking alms of application, and geniuses unapplied is as useless as a flask of gunpowder to a man armed only with a bow and arrow.

It is useless to expect the world to beat a path to our door unless we have something in the house well worth showing.

It is folly to depend upon laws to make men honest; the best the laws can do is punish them for being dishonest.

For years men have been trying to find a substi-

tection that is enjoyed by the eastern manufactur-

saw a drunkard dragged along the street. So each

parent may say, that but for a similar reason, his

FARMERS' FIGHT NOT FINISHED.

of the South Dakota Wheat Growers' association,

announces from Brookings that he is planning for

the formation of an even stronger farm bloc, to go

into the next congress and carry on the effort to

tariff be repealed. He does insist, though, that the

farmer be given the same measure of effective pro-

Mr. Gunderson does not ask that the protective

secure justice for agriculture.

son might now be awaiting punishment for crime.

Farmers are industriously and intelligently seeking a way out of their economic difficulties, and are not asking unreasonable advantage over any. They realize that some help must come in the way of federal legislation on their behalf, and in demanding Adamson and other laws favor labor. Why should not the farmer have something of the same nature? Mr. Gunderson will find plenty of sympathetic support for his program.

The expected happened, when Senator Walsh reported on the oil lease inquiry. Every republican from Harding down was denounced, but no word was said of McAdoo, Daniels, or any of the other democrats,

Many words are passing between the governor and the attorney general on the topic of gas, and the war in Omaha goes merrily on. Consumers are strictly neutral. They are getting the gasoline cheaper.

Dan Steck, a grandson of James B. Weaver, is going to lead the forlorn hope of the democrats in Iowa. He will soon come to know how his illustrious grandsire felt on several occasions.

Tobacco dealers are proposing to combat the cigaret by pushing the cigar. In time amateur smokers may come to know the solace of a pipe.

A Methodist, a Jew and a Roman Catholic will pray for the republican convention on successive days. All the supplications will go to one God.

Japan has the thanks of the United States for courtesies extended the round-the-world fliers. No sign of war in this.

One certain way to avoid trouble at a blind corner is to approach it safely.

Legionnaires are taking our tip, and going after the bonus promptly.

No trouble to get knee deep in June if you get off a paved road.

Goodby, congress, what's your hurry?

Homespun Verse -By Omaha's Own Poet-**Robert Worthington Davie**

LONGING.

Take all that I have of material things! (A redbreast over my window sings.) But grant me. I ask-and it rightly seems-My dreams, my wonderful dreams,

This is the boon that has come from whence Thoughts in the cradle-age commence Shaping themselves and spreading their wings. And soaring-alas!-to material things.

This is the hub of the wheel of Time, Which, spokeless, keepeth the road sublime-But, finished, revolves the forward way of Service to mere decay.

Take all that I have of material things! (A redbreast over my window sings.) But grant me, I ask-and it rightly seems-My dreams, my winderful dreams.

On most commodities, farm produce of public opinion to wipe away the inclusive, I have always held and be-lieved that eventually the consumer works. Why, say, Bob, Tpardon me for

pays the freight, unless, of course, an exceedingly high rate is charged by a railroad having a monopoly in a certain territory with control of wage game ever since I was a youth the rail shipments, and if this be the "watching the trains roll in at the station," and so adept have they been mission could step in and demand an that Herman the Great looked and probably felt like a piker. They sim equalization and just rate. I am glad to note that you are not ply eat the heart out of the melon and

in favor of government ownership, give the rest to you and I and the Don't you think our one try at go engine wiper at the roundhouse. Once ernment operation was peculiarly sad. upon a time a man who is now presidential candidate-I think his name is McAdoo-fell hard for this financially, and in particular the man-agement of these great systems of transportation? I hope that I never crowd, and he is still falling, but for live to see a centralization of power tunately for the great cause and suc in Washington, and this goes for cess of democracy, down and out Personal observation long railroads, schools, agriculture, money vinced me that an average intelligence and marbles. I favor a revision in the transportation act to this extent-that of restoring in a great measure could open the throttle and run an en gine, and this goes for the the cor the power of the state railroad com ductor who reads the train

ounches your ticket and tells you where to get off. But always remem per when everything goes dead wrong with the locomotive, leave it to the machinist, the bollermaker and the oppersmith to right things and get her going again, and by the sam token a spread rail or a low joint, or an ill-lined switch or a broken bum-per and a flat wheel is not repaired by the much touted trainmen, but at he end of the line by the trackmen. yardmen and car repairers, who as a ule work for a mere pittance or a bare living wage. The track man and the section men.

ago con

as you know, were starved to despera-tion for years by the railroads, simply because they had no working er-ganization to demand a living wage, and that is the reason that the white man, especially along the line of the road and on the section, have beer greatly replaced by the dark-skinned foreigner. Finally, this train is sent n its journey by an ever efficient train dispatcher and tabbed along the line by an always expert operator or sta-tion agent, men on whom great re-sponsibility rests, but whom, I am forced to admit, at least in the past and at times in the present, receive not the measure of compensation for the service rendered to which they are so justly entitled.

Concluding with this admonition General Apathy has put a good Strike a fair balance in this matter of the wage question without in any way ole High Taxes t' yank 'em out. decreasing the efficiency of service-"When I set out t' do somethin', this in turn will masist in a lower or go some place, I don't want t' be bothered with a car," said Mrs. county farmer will have just as good a market for his potatoes with a les sened freight burden and a greater

ADMINISTRATIONS

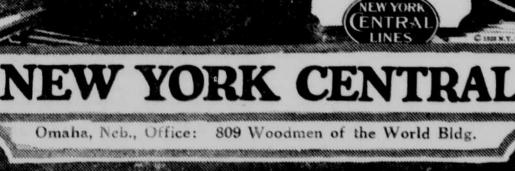
THROUGH SEVEN

Since 1902, when the CENTURY overnight service was inaugurated between New York and Chicago, this standard bearer of the New York Central Lines has been the favorite train of the Presidents and the men who have nominated the Presidents.

> The 20TH CENTURY LIMITED will be 22 sears old on June 15. It has made more than 8,000 round trips through seven national administrations.

> > 20th Century Limited Westbound
> > New York
> > 2:45 p. m.*
> >
> >
> > Boston
> > 12:30 p. m.*
> >
> >
> > Chicago
> > 9:45 p. m.*
> > Eastbound

12:40 p. m. 12:00 noon 9:40 a. m. Chicago Ar. New York *Standard Time Via the water level route.





Tipton Bud t'day.

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