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AMONG THE MOUNTAINS.

"Slave to no sect, who takes no private road,
But looks through nature up to nature's God."
In that verse Alexander Pope expressed one of the strongest of all man's impulses. To get out into the open, away from the haunts of life's sordid elements, to stand amid the glories of creation, breathing the free air, is to renew inspiration and stimulate aspiration.

Washington is a beautiful city. Not only has man there achieved some of his greatest triumphs, in piling stone on stone, in carving monuments and erecting memorials, but nature has surrounded the capital with most lavish adornment. The sweep of the Virginia and Maryland hills around the city, the great river that rolls at its feet, ravines of rare beauty and a majesty of landscape that is rarely equaled, give to Washington peculiar attractiveness.

Contrast this with the solemn quietude of a vast region in the center of a great mountain range, where nature has been the only disturber and man is but a mystified, bewildered beholder! Peaks that pierce the sky, granite walls that shut in the passer-by as by a veil of canyon from other surroundings; overhead the blue dome of heaven unshaded by cloud or vapor, around the vegetation of the alpine heights, at this season in all its vernal splendor showing the loveliest of colorings, and pure air so invigorating as to excel any wine that ever sparkled—all of this is what the president found in the great mountain park he visited on Wednesday.

Zion park is but one of many of the government has provided for its people in the mountains of the land. The thought is and always has been to make these places easy of access and perfect of pleasure to the public. Mr. Harding either as president or as a citizen finds in the great park respite from cares that beset and worries that annoy, and comes out feeling better, thinking clearer, and more resolute for the work of life, because he has communed with nature in her visible forms.

THE HEART OF A FATHER.

No one has ever striven to express the emotions of a father as his daughter embarks on a business career of her own. Yet all over the country this modernized version of "Breaking Home Ties" is being enacted. Thousands of young women, some just out of high school, others with a fresh college degree packed away in their trunk are seeking an entry into the world of self-support.

Like enough there is little discussion of their plans around the family table. Very often it is felt that father would not understand or approve, and it is not until the job is sought and found that he is admitted into the secret.
Father is the most old-fashioned of all the members of the family. Even grandmother may have absorbed a considerable amount of young ideas, enjoying the opportunity of modern girls for economic independence. But the man of the household likes to feel that his position is that of breadwinner. Sometimes he grumbles at the expense of maintaining the home, and he may even balk at some of the purchases proposed by mother and the girls. A good many men can not understand why their daughters are not content to sit at home like old-fashioned ladies instead of going out into the workaday world. Some of them are worried at what their friends will think of them when it becomes known that their girls are bringing home a pay envelope every Saturday night.

BECAUSE THE WOMEN GOT MAD.

By the time the canning season opened the sugar profiteers expected to have pushed their product up to 20 cents a pound. Instead of which it is selling at about half that price.
Never before has there been such a victory for the housewives. By refusing to hoard sugar in anticipation of the higher prices which they would have caused by that very act, they skimped and scraped, bought from hand to mouth only as they needed it, and called a halt on one of the most outrageous commercial raids that was ever planned. The sugar market is groggy. Day by day futures have been slipping downward. Immense stocks lie in the warehouses, stored there in anticipation of a feverish demand that never came. Arthur Warner, president of one of the great Cuban companies, returns from a visit to the plantations with the frank conviction that the American housewives will not have to be worried in future years about their sugar supply or be unduly excited by threats of a shortage. Not in the future, nor now. If sugar prices can't find the energy to rise in the midst of the preserving season, it may be assumed that the women have broken the back of the conspiracy. When the women folks get mad, it's time for some one to duck.

ENDURANCE IN THE AIR.

When the first antediluvian man pushed his log away from the bank of the primeval stream, and found he could navigate, one of the problems of transportation was solved. Whether it be the canoe that succeeded the log, or the Leviathan, just in from winning all honors as a seagoing craft, one condition has controlled action at all times. That is the power plant.
A canoe will run as long as a man can paddle it; a steamship will go until the fuel that supplies the power gives out. An airplane can stay aloft until it runs out of gasoline or oil, or uses up its motor. How long this will take is about to be settled by some army flyers out in California. They propose to go aloft and stay there until their engines will no longer operate. One thing must be attended to in order to make the experiment a success, and that is to provide a constant supply of fuel and oil for power.

About the time of the Spanish-American war the question of coaling ships at sea was carefully studied by naval men, as the radius of action of a warship depended upon the amount of coal its bunkers could hold and the number of tons its boilers ate up each day under normal usage. Moving this question along to the airplane, we find the same sort of solution adopted. The flyers will be supplied with gasoline, oil, water, food and whatever else they may need from time to time by other airships flying for that purpose.

Flatly stated, the problem does not seem difficult, but in practice it is not so easy. Tests have been made that warrant belief that the worst obstacles have been overcome, and that the trial will be a success.
Just what will be settled beyond the durability of the engine is not so clear, but some good comes from any of these tests, for the art of flying has not progressed so far that nothing can be learned from experience. Any knowledge so gained is worth while to the air service, and may be adopted for general use. If this is carried through along lines that are capable of being applied to the air mail, for example, it may be possible to have the nonstop flight between New York and San Francisco within a short time. Other vistas open down which we might project the future of flying. The outcome of the trial will be of interest to all who are watching the development of aviation, which is not yet entirely out of the realm of the marvelous.

PUSHING NEBRASKA IRRIGATION

Some reason exists to regret the fact that not all the congressmen who went to Alaska found time to visit the scene of the supplemental irrigation project in central Nebraska on their way home. Eight of the party, however, did look over the ground, and these will be able to inform the next session of the merits of the proposed plan to utilize the waters of the Platte river as an adjunct to the rainfall over a very fertile section of the state.
Buffalo, Kearney, Phelps and Adams counties are deeply concerned in the movement, which is to bring water that now goes to waste in the Platte and put it to use on acres that frequently need more than the rainfall provides in the way of water to bring forth their yield. Surveys have been made, and the project is in every way practical. Assistant Secretary of Agriculture Davis has reviewed the location and the plans, and given his approval to the proposal. Further inquiry ought not to be necessary, and Nebraska members of congress should find little difficulty in getting the needed support at Washington next winter. Supplemental irrigation is not a novelty, and its benefits are beyond question. Anything that will increase the yield of the soil is good for humanity, and particularly so for Nebraska, which is destined to continue one of the great food producing regions of the world.

BALANCE OF THE FARM.

A report from the State College of Agriculture at Lincoln, regarding the progress being made by the hens engaged in an egg-laying contest there, serves to emphasize the steady development of what once was but a side issue in farm operations. These hens are gathered from all over the United States, and have been under observation for seven months. At present the leading group is a flock of ten from Ohio, who have achieved 1,144 eggs between them in seven months. An average of 9 1/2 dozen eggs for the seven months entitles these hens to respect.
At the same time the college reports that 93 per cent of the farms in Nebraska find their incomes increased by returns from the poultry yard. The business of raising poultry shows an actual increase of 28 per cent in the last ten years. Now and then somebody rises to complain that farmers must turn to such resources if they wish to exist. Such an assertion fails to take into account the general course of progress. In the meat packing industry, nearly allied to the farm, by-products afford such profits as permits higher prices for meat on the hoof and lower for meat on the retail butcher's block. All industry is organized nowadays on the basis of getting some return for everything that can be produced.

So the farm should also have its chicken coop as well as its corn-cris, its milk pans as well as its threshing machines. Well balanced agriculture demands that all sources of revenue be handled with the same degree of care, for it is the sum of all rather than of a few of the activities on the farm that make the balance on the ledger.

Homespun Verse
—By Omaha's Own Poet—
Robert Worthington Davis

SUCH A BOTHER.
Such a bother! But she loves them. There is gladness in her sigh.
She will thank them for the burdens they have given by and by.
She will gaze with animation in that reminiscent smile.
And recall the present sorrow with a mother's tender smile.
She will count her precious treasures when the dear ones distant roam.
She will lift them up and kiss them in her memories of home.
And behold them with enjoyment when she dreams of them at play.
She will not regret their capers in the faded yesterday.
When her face has lost its beauty, and her hair is snowy white.
They will honor her with kindness to her truly deep delight.
They will recompense their mother for her faithfulness divine.
And their mother is a woman quite the same as yours and mine.

The Omaha Morning Bee: Friday, June 29, 1923

Class of Opinion on Rail Consolidation

Against Railroad Consolidation.
Omaha.—To the Editor of The Omaha Bee: I want to congratulate you upon your editorial June 23, in which you stated that the Interstate Commerce Commission is wrong in advocating consolidation of railroads. It is a very courageous thing for a leading republican newspaper to take issue with the president's policy. It is equally necessary that it be done in this case, and I commend you for your patriotism and good sense in doing so.

The public with the president in that he is poorly advised. His speech at Kansas City last week was admirable in pointing out the great importance of transportation, especially rail transportation, to the development and welfare of this country, and the necessity of maintaining strong, efficient, prosperous transportation systems. The evidence is all to the contrary. The Interstate Commerce Commission has been holding hearings throughout the country for some months on the subject preparatory to issuing a plan for voluntary railroad consolidation as provided in the present transportation act. Prominent railroad executives from all over the country have testified, as well as many representatives of shippers and public bodies. There is scarcely a shred of evidence in the many thousand pages of testimony presented maintaining any substantial economies in operation would result from consolidation. Most of the railroad executives testified that they can not see how any economies would result. Let me state for example, Judge Lovett, chairman of the board of directors of the Union Pacific system:

"I believe entirely too much is expected by some of our statesmen, and in some quarters of public opinion, from the consolidation of railroads. The effect of the transportation act of 1920 with respect to these consolidations. If a plan for the consolidation of the railroad properties of the continental United States is adopted, it will not, in my opinion, aid very much in solving the railroad problem. It will not reduce the cost of transportation, or increase the volume of traffic, or reduce wages or the price of rails or rolling stock, or coal, or other materials and supplies, or reduce the taxes, and it will not help the credit of the railroads as a whole, and we shall still have 'strong' and 'weak' railroads. Even if all the systems to be created by the commission's plan were given an even start, which they will not, they will not remain even, for some will succeed while others will fail. And there is the very great danger of permanently welding together incongruous lines, with their peculiar characteristics and dislocating trade centers and traffic routes and relationships, which with the greatest care, cannot all be preserved in a situation so vast and complex.

"You might save a dollar here and there—you might save money in advertising and in some other ways, but just as you would save in general average, by which you must state this, where you might save some particular expenditures here and there, the net result of it would be that on the whole you could not save. Because you have been subjected to other expenses in place of them. There would be some saving perhaps in certain instances, but there would also be extra expense and expense in the kind that are not made now; waste, perhaps. Take systems of 2,000 miles and upward, as they are operated today. You have got to have an organization to operate that much railroad. You have got to have men on the ground, and I don't think there would be much saving that way. As far as the cost of the lines is concerned, you are operated merely as branch lines, you could save the expense of their organization, the most of it. But on the other hand, your scale of rates would be increased, you would incur a great many expenses that the short line owner avoids today. I know that of my own experience both on the Union Pacific and the Southern Pacific, which extends over a great many years. I have never known an instance where we took up a short line when the rates were increased. It was a case of decrease—very material. I do know that the management of a great big system of railroads involves expenses often that with a small insignificant line can be avoided. The individual owner of that line. There has never been an exception to it within my observation.

"As to improving the credit of the railroads, I don't see any other effect than the improvement of the credit of some of the existing roads and the impairment of the credit of others. It is my judgment that no benefit will be derived by the shipping public from consolidations."
The middlemost objects to railroad consolidations for the following reasons, among others:
(1) Competition between railroads would be largely reduced or eliminated. We believe that only through competition can we obtain maximum service at lowest possible rates.
(2) A number of the western railroads would terminate at Chicago and St. Louis. There would be no important markets or railroad centers and points of interchange other than those cities. Rates would naturally favor the long haul traffic to and from those centers at the expense of all the rest of the country. Industry and traffic would congest at those points. Omaha and other western centers would be merely way stations on the line.
(3) Local interests of the west would be largely lost sight of in great impersonal, transcontinental systems with their headquarters at Chicago. Shippers desiring service or rate adjustments could not expect to receive much consideration at the hands of such huge distant railroad organizations.
(4) Existing channels of trade and commerce would be disrupted. The markets of the middlewest, such as Omaha, were built up because competition of railroads terminating at the western centers for traffic. It is desirable to western producers, as well as to western markets, that these market cities should be developed. Under the consolidation plan, all roads would seek the long haul and would no longer be interested in building up western markets, and would prefer to send their freight haulage through to Chicago and St. Louis and from Chicago and St. Louis to the consumer.

(5) The consolidation plan, as proposed by the Interstate Commerce Commission, would leave a lot of "stray" and "orphan" lines without any friendly connections or means of self-support. If, for example, the Union Pacific and Chicago & Northwestern railroads were consolidated, forming one great system from Chicago to the Pacific coast, what would happen to the lines of the Chicago, Milwaukee & St. Paul, Wabash, Illinois Central and Chicago & Western, running between Chicago and Omaha, which must be interchange traffic with the Union Pacific, or else degenerate into mere local lines without any traffic of their own? With consequent deterioration of service that they are able to render the communities along their lines? Obviously, consolidations would mean the drying up of railroad service on certain lines, to the general prejudice of the public and the undue advantage of the few remaining through lines.

(6) It has not been shown that any economies in operation of railroads would result from consolidation. The probabilities are that the cost of transportation would be higher than ever. President Harding pointed out in his address that if the consolidation scheme were tried and proved to be a failure, there would only one further step to take; and that is government ownership and operation. He hints, and we all realize that government ownership would be the disaster. There is no reason why we should invite such a result. Let the railroads alone and they will work out their own destinies as individual competitive systems to the far greater advantage of the public than would result from any general scheme of consolidation. SHIPPER.

NET AVERAGE CIRCULATION for MAY, 1923, of THE OMAHA BEE
Daily . . . . . 73,181
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Does not include returns, left-overs, samples or papers spoiled in printing and includes no special sales.
B. BREWER, Gen. Mgr.
V. A. BRIDGE, Cl. Mgr.
Subscribed and sworn to before me this 24 day of June, 1923.
W. H. QUIVERY,
Notary Public.

Daily Prayer

His faith is counted for righteousness. Rom. 4:16.
Almighty Father, Shepherd and Bishop of our souls, lift upon us the light of Thy countenance. We thank Thee that it is possible for us to approach the unveiled mercy seat. We come not in our own name, nor do we plead any merit of our own. Our hope is in Christ, Thy beloved Son, crucified for us. He bore our sins in His own body on the tree, and by His stripes we are healed. Let Thy benediction rest upon this family circle. Help us to keep the robe of gratitude and devotion burning on Thine altar. Give us grace to overcome evil in the day of temptation. Give us courage in the hour of adversity, and humility in prosperity. Help us to live as in Thy sight; doing Thy will with alacrity and cheerfulness. Give wisdom and integrity of purpose. We pray Thee, to all those in authority over us, that in the administration of public affairs they may "do justly, and love mercy." We invoke Thy special blessing upon the household under this roof, that we may not disappoint Thy gracious will concerning us. Bestow Thy heavenly grace upon father, mother and children, so that we may be worthy to have a place in the Great Family of God, which shall be, and by, enter upon their eternal inheritance. Thanks to Thee for victory through our Lord Jesus Christ. Amen and amen.
THOMAS F. DORNGLASER, D. D.
Chicago, Ill.

atorial representative and gubernatorial candidate and by certain newspapers (not personal) who consistently, persistently and most naturally cater to the fault-finding, vainglorious, irresponsible but ever noisy minority.
But why talk of me when you can't have it without scrapping the regulatory powers in which the Interstate Commerce Commission is clothed? I am sure railway management does not want to return to a competitive rate cutting war, commercial and shipping interests do not want it, and the people do not want it. What every interest in our land is demanding are fair, reasonable rates, stable and impartial rates, and satisfactory service. Railroad rate cutting "competition" is not the language of the west.

Perhaps your rather vague prophecy that the Esch-Cummins law will be wiped off the statute books and that the consolidation of railway lines into groups, suggested by the president, will be rejected by the incoming congress may come true, but let me suggest that such action will not furnish the first example of well thought out workable plans, prepared by mature minds, covering such needed legislation being sidetracked by a combination of blind-partisans, opinionated demagogues and irresponsible radicals and demagogues.

It is not impossible that unless the sane, thoughtful and responsible citizenship of the country demand of the next congress a sensible, constructive plan of governing the railroad properties, based upon common sense and business principles, that the Plumb plan of railway ownership and operation may be our next bitter experience, leaving to us only that unsatisfactory consolation, "Whom the Lord loveth, He chasteneth—blessed be the name of the Lord." C. D. MAIR.

Conscript Everything.
When human life is commandeered, and human bodies conscripted, property can not remain beyond the reach of the government. The principle as laid down by the president is the only fair policy which can be pursued under conscription. If one man is sent into the army for a month, those remaining at home must be conscripted proportionately.—Davenport (Ia.) Times.

Chicago & North Western System
C. & N. W. Ry. C., St. P., M. & O. Ry.
Facts Relating to Railroads
RAILWAYS—A NATIONAL ASSET: The United States is the wealthiest nation in the world today. It contains 54-10% of the land area of the world; 61-10% of the population of the world and 36% of the railways of the world, or 259,555 miles. The railways are one of the nation's greatest assets. They provide transportation, which is the basis of commerce and the means whereby exchange of products is accomplished. For each person in the United States in 1900 there was transported 8 tons of freight. For each person in 1920, 12 tons. The increasing cost of living is really the cost of better living.

VALUE OF TRANSPORTATION: Transportation is the measure of civilization. History confirms this statement. Production without transportation must be very limited, and if so limited would have greatly retarded the progress of civilization. Transportation increases the worth of all property it serves. Property values are largely determined by the ability of the property to produce and the owner's opportunity to dispose of the products at a profit. The value of all farm property in the United States increased from twenty and one-half billion dollars in the year 1900 to seventy-eight billion dollars in the year 1920, and the value of all farm products, at the same time, increased from five billion dollars to twenty billion dollars. This is due in part to adequate transportation.

INCREASE OF MANUFACTURES: Production is the measure of human efficiency and human progress. There is no limit to the amount of wealth that may be created except the limitations of production. The purchasing power of an individual community or nation lies in its power of production. Manufactured products in the United States increased from a value of eleven and one-half billion dollars in the year 1899 to sixty-two and one-half billion dollars in the year 1919. Transportation contributed substantially to this development by affording an easy method of exchange.

PROGRESS OF UNITED STATES: The total wealth of the United States has increased in the twenty-year period, from 1900 to 1920, two hundred ninety-five per cent. During the same period farm values in the United States have increased two hundred eighty-one per cent. Investments in manufacturing industries have increased three hundred ninety-eight per cent. Investments in railroads in the United States have increased ninety-three per cent. The expanding character of the country requires an expansion of railroad facilities and equipment. It is clear that railroad development has not kept pace with the growing commerce. A new era of expansion is necessary.

ADEQUATE RETURNS: The railroads in the United States increased their investment in locomotives, cars, yards, terminals and other railway property, in the ten years ended December 31, 1922, by more than five billion four hundred million dollars. The income they received in the year 1922 was eleven million dollars less than in the year 1913, being a smaller income from a substantially increased investment. Investors cannot prudently place their money in an industry which does not yield a reasonable rate of interest. An expanding commerce requires continued investment. It is clear that investments in railroads in the United States must be made more attractive and secure.

REASONABLE RATES: Railroad rates to be just and reasonable must, among other things, be sufficient to meet the cost of wages, materials and fuel, taxes and the interest on capital. No one expects a person to sell his wares at less than cost and all agree to a fair margin for the use of capital. The railroads should receive the same consideration, in order to render efficient service, which is always our purpose.



Don't rock th' boat or hug th' driver, an' don't cross th' street unless it's absolutely unavoidable. Th' feller that attempts suicide with a razor an' falls would fail at anything.
(Copyright 1923)

"ENLARGED USE OF SILVER."
"Among the self-styled friends of silver stop chasing rainbows and butting their heads against solid walls they will have the hearty cooperation of sound money men in any effort to promote the enlarged use of silver in our monetary system. At the present time less than 60,000,000 silver dollars are in active circulation, while more than 400,000,000 of the silver dollars coined since 1873 are buried in the vaults of the national treasury and banks. All efforts to place these silver coins in circulation have been abortive, because paper dollars which serve the same purpose are preferred as pocket money. In order to give the silver dollars more general circulation all paper currency and all gold coins below \$10 will have to be called in by the treasury and permanently withdrawn. This would by no means be a great hardship. In England the 5-pound note, equal to \$25, is the smallest bank bill used as a money medium. In France bills of 25 francs, equal to \$5, are the smallest denomination of paper money, and in Germany 25-mark bills, equal to a fraction less than \$5, are the smallest bank notes. "Another and a much more effective measure for enlarging the scope of silver in our monetary system would be the postal savings bank. These institutions would, even if limited to a deposit of \$50 per capita, become a repository of the surplus earnings of American wage workers, who would not only be content with a very low rate of interest, but would find no fault with silver repayments, so long as the parity of the metals was maintained and the silver dollar would retain equal purchasing power with the gold dollar. The limited postal sav-

Domestic Issues First.
President Harding's coming trip to Alaska gives practical emphasis to his recent assertion that domestic problems are of chief concern. We are more interested in making homes for people in the valley of the Yukon than we are in settling disputes in the valley of the Ruhr.—New Castle (Ind.) Courier.

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