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**COOLIDGE AND THE POLICEMEN'S STRIKE.**

President Coolidge is just now the target for an attack that comes from the rear, the effort being made by propaganda to discredit him in connection with the Boston police strike of September, 1919. This propaganda, which is getting wide circulation, seeks to give the impression that Governor Coolidge came into action after Mayor Peters had the situation in hand, and that his glory is after the fact.

According to the dispassionate and unprejudiced press reports, as published at the time, the members of the Boston policemen's union voted on Monday, September 8, 1919, to go on strike at 5:45 on the following afternoon. A dispute over pay and other conditions had been pending for some days, and Police Commissioner Curtis, appointee of Mayor Peters, was blamed for holding back the settlement. Peters, a democrat, had resigned his seat in congress to accept the office of mayor of Boston. He was aware of the conditions that prevailed, and under his direction the commissioner was recruiting a force of volunteer police to act in event a strike occurred.

On Tuesday, September 9, at 5:45 the strike commenced, and 85 per cent of the men deserted their posts. A few of the older officers stuck to their duty, and the mayor announced that the volunteer police would go on duty Wednesday. Neither the mayor nor the governor could be reached that night, but their secretaries gave out the information that the calling out of troops had not been considered necessary.

At noon on Wednesday Mayor Peters took the police department out of the hands of Commissioner Curtis, assuming full charge and calling on the commander of the Tenth regiment of the Massachusetts Guard to assist in maintaining order; he also called in the governor for troops, and Coolidge responded by ordering out the Fourth brigade, and later increased this by ordering the Fourteenth and Twentieth infantry to Boston. Rioting was in progress, and cavalrymen were riding down mobs on the streets. Governor Coolidge announced that if the Massachusetts troops were unable to restore order, he would ask the president for federal troops.

Thursday Governor Coolidge took personal charge of the situation, calling on the public to co-operate. On Friday order was restored and the troops were in full control. Striking policemen, acting on advice from Samuel Gompers, voted to return to work. Governor Coolidge flatly said that if his advice were followed none of the men would get their places back. They were deserters, and the "government and laws of Massachusetts can not be arbitrated."

Later Coolidge told Gompers, "Your assertion that the commissioner was to blame can not justify the wrong of leaving the city unguarded."

So far as the available records go, the acts of President Coolidge in connection with this affair were all that could be looked for from a governor in dealing with disorder in a city of his state. The strike was started at 5:45 on Tuesday evening; at 5:45 on Wednesday the governor had responded to the call of the mayor, who had first undertaken to order out troops on his own authority. The mayor of a city, no matter of what importance, has no authority to call out state troops.

In less than 24 hours, the governor had the forces of the state on guard in Boston; in another 24 hours, he had taken command of the situation himself, because the mayor was unable to control, and before the day was over he had Boston's lives and property thoroughly and completely protected, so that the work of recruiting a new police force was going ahead, and within another three days that force was in full charge of the city.

The subsequent course of the governor was in keeping with his acts all the way. He declined to commit himself further than he had until advised of the legal status of the men as to whether they were employees or officers of the government. On receiving this information the governor, now the president, recorded himself as against restoring any of the men to the places they had deserted.

What there is in this to justify the covert effort to discredit the new president is not clear, but the inference is not far fetched that sinister interests are trying to destroy public confidence in the man who will be chief executive of the nation for longer than a year and a half, and who will be a strong candidate for nomination by the republicans in 1924.

**ALL AGES ONE IN MANHOOD.**

The Boys of '61 are to be given an object lesson by the Boys of '23 at Milwaukee, where the veterans of the Grand Army of the Republic are holding their annual reunion. A sham battle is to be staged, in which all the modern methods of warfare are to be employed, that the soldiers who marched under Grant may see how the men led by Pershing do things.

Well, the old fellows will see much that is marvelous, even to a generation accustomed to marvels, but they will see no better soldiers. One of our new 76s will throw a shell miles further than the old brass "Napoleon" would load a six-pound shot, and the gunners can make them spit fire much faster. But none of the men around the modern weapon will be more nimble than those who played with the ancient weapon and who could make it do tricks that sound incredible today. So with the small arms. The man who took the kick from the musket of 1861 knows a little something about that branch of the service, even if he is not familiar with the high-power Springfield of today. By the way, they are still made as near "fool-proof" as possible.

All honor to the men who were in line at Chateau Thierry, Belleau Wood, or the Marne, the Teuse, in the Argonne, and at San Mihiel. They fought the true manhood of America. But, what about the boys who climbed the perpendicular sides of Lookout Mountain, extinguishing fuses on shells thrown at them and passing them back to their own runners? Or the line at Gettysburg, at Cold Harbor, Shiloh, Vicksburg, Chattanooga? Who will excel their magnificence as soldiers, or surpass the valor they displayed?

And so we might cover all the wars in which Americans have taken part. Arms and methods improve, maybe, but the manhood of America is the same at all periods.

Why did Mussolini omit the castor oil treatment in dealing with Greece?

A week or two of fair weather will be appreciated now.

**AMERICA ASSEMBLES A GREAT ARMY.**

A mighty army is mobilized today. Soon its divisions and regiments, its battalions and companies will move in serried rank and measured tread to the great objective. Not with fire and drum, nor with rattling rifles and rumbling cannon does this army move. Its march is marked by joyous cries and shouts of laughter, by merry pranks and lively games. Where it goes there is no sorrow, no want, nor misery. Gaunt famine nor dreaded pestilence follow its footsteps, but life and happiness and good for all.

It is the great American army of the public school. In every city, village and hamlet, on farm and in lodge, the bright-eyed, glad faces, eager feet, of happy children will point the way to the school house, where the great work of preparing for the duties and responsibilities of citizenship will be taken up once more. Omaha will contribute a full division to this mighty muster, 40,000 children being listed for attendance at the public schools this year.

Superintendent Beveridge, the major general who commands these soldiers in the combat against ignorance, with his staff is ready for the renewed combat. The armistice declared in June did not end the activities at the school, for the summer classes at the high schools kept a lot of teachers and students busy, but the grade schools were given a rest, that the work may be again resumed with vigor and zeal.

Many a little girl and boy is starting to school in the morning, along with mother, who goes to see that her treasure is properly bestowed in the kindergarten, while at the other end a stalwart group of young women and men look forward to the work of the next ten months with the thought of graduation in June. Thus they start in at one end and come out at the other, dropping off along the way, for one or another cause, but all the better because they have had the benefit and influence of the greatest of all agents for the advancement of civilization and the upholding of American institutions.

Liberty is in no danger, so long as our public schools fulfill the great purpose for which they were established. Ignorance, tyranny, oppression of all sorts vanish before the light of education, and that light is greatest where schools are freest.

**"CLEAN YOUR CAMP SITE."**

The Omaha Bee is in receipt of a request from a country reader to the effect that this newspaper plead with tourists to be a bit more thoughtful when they use the public camping grounds so generously provided by nearly every Nebraska community. The tourist who thinks nothing of leaving the debris of a camp dinner scattered about, and makes no pretense of cleaning up his camp litter, would not for a moment think of so abusing the hospitality of a friend's home. And, after all is said and done, these tourist parks provided by kindly communities are in effect the homes of the citizens of those communities. The thoughtful tourists who really appreciate these conveniences will not abuse them. On the contrary they will show their appreciation by cleaning up their litter, and if possible leave the camp sites cleaner than they found them.

It is to be regretted that there should be any cause whatsoever for the complaint filed by this particular reader. It is hardly to be hoped that this admonition will have any appeal whatsoever to the tourists who are lacking in the spirit of appreciation. But it may result in impelling those who do appreciate the courtesies extended to show their contempt for those who abuse any community's hospitality. That may be an effective method of teaching the ungrateful ones a needed lesson.

**ASK THE WAR DEPARTMENT.**

A Washington news dispatch contains some information that will be of interest hereabouts. It says: "Tentative estimates of the War department for river and harbor improvements during the next fiscal year, it was said yesterday, will total more than the \$27,000,000 requested for the present fiscal year, but less than the \$56,000,000 appropriated by congress. Details of the work planned were withheld pending final decisions."

Omaha is interested in this matter, because of need for work on the river between Kansas City and Sioux City. This was practically left out of the program for the current year, and will be again unless the War department be made to know what is needed here.

If ever the Missouri river is to be made any-thing but a menace to property along the great reach from its bend southward at Sioux City to where it turns east at Kansas City, it will be brought about by action of the general government. At present owners of property on the river must protect their own land, doing the work the United States ought to look after.

Moreover, the Missouri river is needed as a commerce carrier as much as ever in its history. The job of controlling the stream is not so great as several the federal government has undertaken and put through to success. Right now is a good time to remind the War department that this matter is not abandoned, even though it has been neglected by the army.

In Salt Lake the city council has ordered cars to stop in the middle of a block. But you've got to know a Salt Lake block to get this.

Taking a car census is all right, but it would be lots more fun to get a count of the number of people who dodge them.

You may have noted that the swindler who made money in German marks operated in New York City, not far from Wall street.

Omaha is now listed as second livestock and fifth grain market, if you are interested in knowing how things are going along.

Delaware is not very much in size, but when it comes to putting on a clan riot she functions like the biggest of them.

**"The People's Voice"**

Editorials from readers of The Morning Bee are invited to use this column freely for expression on matters of public interest.

**From Rev. Mr. Buckner's Son.**

New York—To the Omaha Bee: Upon my return from an extended vacation, I find many inquiries concerning any developments in the so-called "Buckner case."

The official board of the Methodist church at Aurora, Neb., where my father is living, unanimously voted to request him to fill the pulpit for five Sundays during the vacation of the regular pastor, Rev. Mr. Goman. This he did.

At the termination of this substitute service, members of the official board called upon him, stating that an overwhelming majority of the members of the official board had signed a petition for his regular appointment as pastor at Aurora for the coming conference, and proposed to make this petition the basis for appropriate action and an official request upon Bishop Stuntz and the Nebraska conference. My father declined to permit this.

The Congregational church at Chamberlain, S. D., has called my father as its pastor, he has accepted of the call and will enter on duty September 1. This pulpit has recently been vacated by my younger brother. My father filled this pulpit for several Sundays in June during my brother's absence.

**EWING R. BUCKNER.**

**Defends Railroads.**

New York—To the Editor of The Omaha Bee: Current discussion of the railroad question rather serves to indicate that prejudices and opinions are largely non-existent in the minds of the parade while fact must stand shamed on the side lines and watch the procession go by.

That month ago when the present editorials say that the railroads during 1922 made a 4 1/2 per cent on their tentative valuation, remarking: "This includes all Class lines, strong and weak, and certainly is no worse a showing than the farms of the United States, taken as a whole would make."

Well, what kind of a showing have the farms of the United States, taken as a whole actually made? According to the federal census there were between 1919 and 1920 the following developments:

The value of farm land increased approximately \$25,000,000,000.

The value of all farm property increased \$1,000,000,000.

The value of farm improvements increased \$7,000,000,000.

The value of implements and machinery increased \$2,300,000,000.

The mortgage debt in 1922 was approximately \$6,000,000,000.

Or, let us take the figures from a different angle. The value of all farm property, land, buildings, implements and machinery, exclusive of crops and live stock—was approximately \$50,000,000,000 in 1919. The value in 1920 was approximately \$52,000,000,000. This has not very materially increased. That means that the value of farm holdings increased approximately 4 per cent a year, and they did not increase a cent of additional investment. The increase represented an appreciation in value, not dollars and cents poured into the producing plant.

During the same period, from 1919 to 1920, while many railroads paid handsome dividends, many others not only failed to pay dividends but were unable to meet the interest on their funded debt.

During this period the average amount invested in railroad securities upon which there was no return at all was approximately \$2,000,000,000. Which means that the investor in public and the railroad managers the figure of \$3,250,000,000.

Perhaps the railroads that are meeting the interest on their bonds and paying any dividend on their stock at all could be eliminated from consideration. They would be the weaker lines and still struggle on. But how about the weaker lines that are now unable to make both ends meet? These weaker lines serve important territories. They are essential both from an agricultural and industrial standpoint. Moreover, having no reserves they need money for the expansion of their equipment, for improvements of various kinds. Where is that money to come from? There are only three sources. It must come from the pockets of the investor, or from the federal treasury.

If rates are to be still further reduced and railroad earnings still further depleted, the investor is not at all likely to come to the rescue. Recourse must be had to the federal treasury.

That, under all the circumstances would be a crime. Because the probabilities are that rates could be very materially reduced if the matter were gone about in the right way.

To reduce railroad rates without at the same time effecting very material economies in management would be fatal. Economies in management can undoubtedly be effected.

It is almost universally admitted that a wise grouping of railroads on a regional basis would make possible very material economies, through the elimination of switching, the standardization of materials, the concentration of purchases, the elimination of much interline accounting, and the maximum utilization of shops and equipment on all parts of the system.

But the movement toward consolidation is halted because there is no general agreement concerning methods of procedure. The consolidation for improved service—and lower rates can only be based upon improved service—a disinterested public is quite as likely as not to take a short-cut in the direction of public ownership. The practical question, therefore, is whether we cannot have improved service—and lower rates—while the hoped-for consolidation is being effected. There is the alternative to compulsory consolidation frequently overlooked. It is the proposal for a nation-wide pool of freight rates advocated by the National Association of Owners of Railroad Securities, to which Mr. Harding referred in his Kansas City speech. This plan would provide for certain types of freight equipment most indispensable to the shipper be pooled under the control of a central agency authorized by federal charter and operated by the railroads themselves without profit.

The chief benefits under this plan are that it can be placed in operation immediately, without the 10 or 15 years' delay involved in the compulsory consolidation program and that under the pool an adequate supply of cars would be assured.

The chief difficulty at present is that whenever business is good there are never sufficient cars, owing to the inability of many of the weaker roads to finance the purchase of reserve equipment. The proposed agency would purchase cars for the weaker carriers, allotting them as demand arose.

There is, of course, grave question as to whether or not mandatory railroad consolidation is not a step in the direction of government ownership. Fifteen companies can be taken over with far greater ease and facility than 1,000. If, for any reason, consolidation failed to work out according to specifications, or the public became suspicious of their operations, government ownership would be the only alternative.

Consolidations effected upon the basis of sound economic reasons would, therefore, present none of the practical political difficulties inherent in the mandatory process.

At any rate, while discussion concerning consolidation goes on service should be increasingly efficient, and it is in this direction that the co-ooling program of the security owners points.

**BRONSON BATCHELOR.**

**The Barometer Rising.**

From the Norfolk News.

The marked increase in deposits in Nebraska banks gives an indication that the business man who looks hopefully to the future has a sound foundation for his optimism. When the people of the state can afford to pay down \$15,000,000 in a year they are at least laying a solid basis upon which to build their prosperity. The trend is in the right direction.

The tide of business may ebb and flow—just now there is a slight letting up on production in the east—but if fundamental conditions are right there need be no doubt as to the eventual outcome. And when the agricultural regions are in a position to increase their herds at least one of the fundamentals is sound. A buying bank with money in the bank is an encouraging symptom.

The west is not exactly satisfied with conditions, but its dissatisfaction is to a great extent psychological. It is not really in such a bad way, but it is inclined to believe it has not been given a fair deal. This thought ranks, of course, but even now injustices are being readjusted.

This is a most conservative optimism. We have passed through the period of unsettlement and readjustment. We have expressed our discontent at an open vent to our unrest. What we need now is an enlightened and constructive leadership.

**Daily Prayer**

Behold what manner of love the Father hath bestowed upon us, that we should be called to fellowship with His only-begotten Son, because we have loved Him not. Behold now we are the sons of God, and though we were once weak, but now we shall be as He is. And over every man that hath this hope in Him, shall himself, even as He is pure.—1 John 3:1-2.

Our Father, in thankfulness we come to Thee, remembering the night of rest, and the new light of another day. Every day is the result of Thy tender mercy, Thy providing care, Thy patient love. No need have we to put Thy love to the test, for Thou hast overwhelmed us with blessings beyond what we deserve. Thou art in Thyself promise and fulfillment, and we have found the yoke easy and the burden light in our cowork with Thy Son, Jesus, the Christ.

Once more we renew our purpose to serve Thee, for we lift our hearts down through the years the story of Thy patient love to mankind everywhere. Every day is the result of Thy tender mercy, Thy providing care, Thy patient love. No need have we to put Thy love to the test, for Thou hast overwhelmed us with blessings beyond what we deserve. Thou art in Thyself promise and fulfillment, and we have found the yoke easy and the burden light in our cowork with Thy Son, Jesus, the Christ.

PHILIP HERRING, REV. H. A. B. A. Philadelphia

**Net Average Circulation**

for July, 1923, of

**THE OMAHA BEE**  
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Sunday ..... 75,708

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**B. BREWER, Gen. Mgr.**  
**V. A. BRIDGE, Cir. Mgr.**

Subscribed and sworn to before me this 5th day of August, 1923.

(Seal) Notary Public

**Homespun Verse**

—By Omaha's Own Poet—  
**Robert Worthington Davis**

**SUCCESS.**

We each have a task that is fitted, perchance,  
To the heritage given by Him;  
Some things we do—it is seen by a glance—  
With ease and with fitness and vim.

We'll find as we go farther on that success  
Doesn't come from a high benefactor;  
We'll trudge to ignoble illusion unless  
We hasten to get into action.

Few men ever honestly garner their fame  
From the fruit of precocity's glory,  
And those who depend on a lineal name  
Paint life with a sorrowful story.

Success is a commonplace, close to earth thing  
With loads of ambition behind it;  
We'll have to keep eagerly searching, by jing,  
If we hope to eventually find it!

**"The People's Voice"**

**"From State and Nation"**  
—Editorials from Other Newspapers—

**Wheat Not All.**

From the New York News-Tribune:  
The Omaha Bee of agricultural conditions in the state, gives statistical tables to show that wheat represents only one-tenth of the resources for the farmer. The natural deduction is that the slump in the wheat crop as well as in prices which has marked this season is not so great a calamity after all. The figures will give small comfort to the farmer who had a big acreage of wheat and not much in the way of live stock, for unfortunately not every farm has been conducted on a diversified program.

If the wheat situation leads more men to turn to stock and a greater variety of field crops it will prove a blessing in the end. There has probably been an increase in the interest of the farmer who has taken in the breeding and feeding of stock during the last two years, though the figures are not at hand at this writing to verify the statement. But there are many farms, particularly those cared for by tenants, which need horses and dairy cows as much for the sake of the manure as for the sake of the farmers' pocketbooks. If we could learn to look upon wheat as a side issue for a few years the day of need for more wheat would be sure to find a greater fertility of soil with which to produce it.

Meantime it would not be impossible by enriching the land systematically to make 10 acres grow as many bushels as 20 acres does now. A good many acres of land in this country have had too many years of wheat. It is extravagant to use land for anything other than the raising of the acre of any kind of grain.

**Protecting Our Presidents.**

From the Cincinnati Times-Star:  
The day that Warren G. Harding died Senator Royal S. Copeland of New York, made a speech in Atlanta, Ga. Dr. Copeland is a Tammany politician. He is for the democratic party, right or wrong, and probably enjoys himself most when the party is in the wrong. He was in the presence of the Georgia legislature, where a republican is persona non grata. So the stage was set and the audience was seated for a good old-fashioned democratic speech. It was largely non-sensical in its bombast and fury. It was made to thrill slender souls. The speech was not over the heads of Georgia legislators. It was down to their partisan level.

Among other things, the Tammany doctor spoke of President Harding's "Alaska joy-ride speeches." To this reference we take serious exception, classifying the rest of the speech as political bombast, but legitimate enough stuff under our bipartisan system. That night President Harding died, the victim of his "Alaska joy-ride." The strain of the long journey, with the many speeches in which every word was weighed not only by his auditors but by every reader of this great nation, was too much for a constitution that had been weakened by the stress of official duties.

Dr. Copeland's unkind, and doubtless false, insinuation that Harding immediately, without the 10 or 15 years' delay involved in the compulsory consolidation program and that under the pool an adequate supply of cars would be assured.

**MARTIAL HOSTS.**

"The Commander-in-Chief of the Grand Army Enroute to Fort Buford."

"The Biggest Camp-Fire in the World."

"The Omaha delegation to the Central City reunion, which left today, included General Lewis Wagner, commander-in-chief of the Grand Army, his escort, consisting of escorts from George A. Custer and Phil Kearny posts, G. A. E. of this city, at Fort Omaha, and Company, No. 122."

"General Wagner arrived from the east this morning, via the Rock Island route. He was met at Lake Station by Paul Vandervoort, past senior vice commander-in-chief, who accompanied him across the river. At the U. S. depot the Grand Army escort and company G, the latter under arms, were drawn up and waiting to receive the distinguished visitor. After the usual ceremonies of introduction, etc., General Wagner was driven about the city until time to return to the depot to take the train. The commander-in-chief is making an official tour to various points throughout the west. He goes from Co. A. of the Grand Army, Chicago, Indianapolis and Toledo.

"Two extra cars were attached to the regular train for the excursionists, both of which were crowded, notwithstanding there were other empty cars on the train. While awaiting the time for departure, company G was photographed by an artist from the Bee Hive studio. This company met a fine band of musicians, the officers, who are Captain George H. Cramer, and Lieutenants King and McLaughlin. Fred Lowe acts as band leader. While waiting at the depot the boys presented a fine appearance, and are going in to win the prize banner, which is a heavy silk, 3 1/2 by 40 inches, edged with gold and lettered in gold, "G. A. R. Prize Banner, 1889." It is handsomely mounted on a staff, dependent from a gilt roller, attached to the front of the train. The latter is surmounted with a handsome spear head.

"Accompanying the escort was the Union Pacific band, which goes out equally with the Grand Army band. They will compete with 14 other bands for the \$100 prize. They played some fine music previous to the start from the depot. Among those accompanying the party were E. Rosewater of The Bee and D. C. Brooks of the Republican.

"At Central City the party will be met by the band of the Grand Army camp, under command of General Manderson, and tonight a grand camp-fire will be held, which will be the largest ever held in the world and will rank alongside that other memorable camp-fire held by the Boys in Blue, when, with the greatest general the world ever saw, and on a train of rolling railcars, they swept across the starlit plains of Nebraska like a prairie fire before the west wind, but whose flames were only fed by patriotism and the glory of camp-fires extinguished a score of years ago."

(Note—The eloquent oration evidently refers to the passage of General Grant across the state in the fall of 1873.)

**Life-Time Partners**

THEY have been in business for 30 years. Each has named the other as executor in his will. AND—each has named The Omaha Trust Company as co-executor.

An ideal arrangement, for the surviving partner will contribute exact knowledge of the business and we shall contribute our long experience and ability in estate matters, plus permanence—both in life and location.

A co-executorship may be the practical arrangement for you. We shall gladly explain.

**The Omaha Trust Company**  
Omaha National Bank Building

**Why dependable gasoline and BALANCED gasoline mean the same thing**

**KNOWLEDGE that they can safely count on a definite mileage from every gallon recommends Red Crown Gasoline to thousands of motorists.**

It is dependable. First, because Red Crown Gasoline is as *uniform* as modern refining methods, processes and specifications can make it. Second, because it has the right proportion of instant ignition elements and slower-burning elements to assure quick, clean, powerful combustion. It is properly *balanced* fuel for modern motors.

For year around satisfaction and economy, adjust your carburetor to Red Crown Gasoline. Then use it regularly. Sold wherever you go and the same quality everywhere.

At filling time, drive in to the nearest Red Crown Service Station. You are assured prompt, courteous service and honest measure of high quality gasoline and motor oils that provide protective lubrication.

Like the proportioned charge of a modern cannon

The proper proportion of instant ignition elements and slightly slower-burning elements in balanced gasoline like that of the modern cannon gives it the proper balance of power and speed. They guarantee quick ignition and pressure to the end of the stroke.

**STANDARD OIL COMPANY OF NEBRASKA**

Write or ask for RED CROWN Road Map

**RED CROWN GASOLINE**

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**STANDARD OIL COMPANY OF NEBRASKA**

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**RED CROWN GASOLINE**



Th' couple that has "no children, no laundry, and ever modern convenience" has a lot o' nerve adenvenisin' fer help. Germany seems 't' be troubled with about ever' thing but pay roll bandits.

To take the historical statement as it stands and not try to crawl for 100 miles.

"Woman, I told you before I married you I had a bad heart." "You did, George, you did; but as I love for heaven, I thought you meant you had heart disease.—Sydney Bulletin.

Miss De Puyester—I can trace my ancestors back to the Reformation, De Smith—That's nothing; I can trace mine back years and years before they attempted to reform.—Chicago News

**HAVE** The Omaha Morning Bee or The Evening Bee mailed to you when on your vacation. Phone AT lantic 1000, Circulation Department.



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Omaha National Bank Building

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