

THE OMAHA BEE

MORNING-EVENING-SUNDAY

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WHAT WOULD THE "BIG STICK" DO?

Many persons, indignant because of disclosures made through the investigations at Washington, lament the absence of Theodore Roosevelt. Each pictures to himself what that impetuous, strong, independent-thinking president would have done. In doing this, each one but portrays his own ideas of what ought to be done.

Chiefly, the difference between Roosevelt and Coolidge is that of temperament. One was sudden in both conclusion and action, the other is deliberate. Roosevelt's judgments often appeared to be impulses, while Coolidge's are the calculated effects of a reasoned decision.

Take the Boston policeman's strike as an example. The action of the governor of Massachusetts at the time appeared sudden, yet its development showed that all details had been carefully planned in anticipation of exactly the situation that confronted him.

A Washington correspondent, writing about the president and contrasting him with his predecessor, says: "If Coolidge does not know, he says 'I don't know. You'll have to see the secretary of war about that. I am not well enough informed.' But there are few governmental subjects on which he is not informed. Those few would be technical subjects."

Such recommendation is good for any man. One who can meet these specifications deserves the confidence of the people. He is capable of great things. To understand the machinery of government and to be master of the theory and principles of government equips a man to govern, especially if, as the correspondent states, he can also say, "I do not know," when he is asked a question on which he has not the definite information, or which should be answered by a department head.

People are coming to know Coolidge. He still is "Silent Cal," just as Grant was "The Silent Man," but even his silence is eloquent in these times, when lesser men and those most obdurate in their partisanship, are so stormy in their utterances. It is fine to have a man in the White House who will not descend to bandying words and phrases with a group who seek his undoing by such means as have been adopted. He more than ever resembles the tall cliff Goldsmith wrote about, for he rises above the clouds and into the sunlight. Coolidge is not a Roosevelt, but he is a man of strength and such high character and ability as fits him for the office he holds.

THIS WILL BE WORTH WATCHING.

An unnamed benefactor has bought 18,842 orchestra tickets at a New York theater, for the purpose of distributing them among delegates to the convention that meets there in June. Beyond this fact and the further fact that the tickets cost \$75,000, no information is given. Barring the off chance that the whole thing is just a clever bit of press agent work to boom a certain attraction, which in time will be named, the affair looks interesting.

At the outset, of course, anybody will be eligible to a seat at the theater. Then will come a tightening up, and certain qualifications may be required. To be sure, no effort will be made to control the vote of any guest. Perish the thought! Yet something like that has happened. Once a state convention assembled in Omaha, to which a majority of the delegates had passed only one way. They did not get their return coupons until a deal of considerable importance was put over and sealed airtight.

A case more nearly analogous is remembered by some old-timers over in Iowa. It was in the session of 1885, and a bill of some moment was under consideration in the house. At the moment it seemed as if the opposition was about to win, when the speaker ordered the clerk to read a note that had just been sent up. It was an invitation to attend the theater in a body that night. The invitation was accepted, and the house adjourned. Old Ben Culbertson, democrat from Des Moines county, said it was probably the first time on record that the Iowa legislature had been bought with a pass to the theater.

BETTER BUTTER AND MORE OF IT.

Nebraskans who are interested in the extension of dairying may be encouraged a little by what has just happened in Minnesota. A co-operative creamery company at St. Paul has just been awarded an order from the navy for 430,000 pounds of butter. Beginning June 1, men on shipboard in the service

of the government will eat Minnesota butter exclusively. This is because of the uniformity in quality.

A recommendation that will hardly be overlooked for its commercial value is contained in that decision of the Navy department. What does it mean for Nebraska? Simply a mark to shoot at. Nebraska can produce butter as good as Minnesota or any other state. Nothing is needed but the equipment and the determination. Millions of pounds of high grade butter go out from Omaha each year, and other creamery centers in the state add their quota. This butter finds its way to market through the regular channels, and goes on the tables in homes all over the land. That is its recommendation.

Yet our butter makers should not rest until they have reached and passed Minnesota in the estimation of buyers. Better cows are the first consideration, for butter making begins with the cow. Then the factories will have their chance, and the day will come when Nebraska butter will top the world, and will be as celebrated for its uniform quality as for its flavor and general excellence as a food product.

Good butter is going out from the state now, but if there is any room for improvement, the makers should aim at bringing that about, for only the top is the goal worth striving for.

WHEN NATURE SHOWS HER POWER.

Headlines stretching across newspaper pages tell of death and waste of life, limb and property in the wake of a great storm. Terror came in the night, and destruction rode on the blast, like a mighty besom, blotting out not only man's efforts but man himself. Awe and dread mingle in face of the storm, and man feels his littleness before the terrible forces of nature.

Yet the whole is but the effect of an eternal law, one that has operated since first the old earth began to roll through space, swinging along an appointed path and revolving at a determined rate of speed. A storm of any sort is the natural result of certain conditions. Weather bureau men tell us, and with reason, that the so-called equinoctial storm is not essentially a result of the equinox. Yet this is only technically true.

For many weeks the warm sun over the southern seas has been gathering tiny particles of moisture, and the high sweeping winds have been carrying them northward. Somewhere along this journey, the south wind meets its age-old competitor, and between the two is renewed the conflict that brings the great storm. Vapor condenses, becomes clouds, that gather and finally are too heavy to be supported. Then down come their contents, in snow or rain. That is all there is to it.

But nature does not adjust her schedule to man's clock. She moves after her own fashion, and if this sometimes seems vagarious, it is only because we do not understand how to adjust our thoughts to the mighty movements that control us. If the equinoctial season is more likely to produce a great disturbance than the solstitial, for example, it is because conditions are then the more favorable for a storm. This is incidental to the swing of the earth that sets the sun riding higher in the heavens and farther to the north.

"Summer evenings' latest sigh that shuts the rose," and "Storms that rack the winter sky" are caused by the same law. Trade winds and tornadoes flow from the same source, and all the majesty of the heavens rests on the rule. "The heavens declare the glory of God, and the firmament showeth his handiwork." Man can partly comprehend, but never escape the progress of forces that are eternal.

HARD ROADS AND HEAVY LOADS.

Iowa legislators are wrestling with a problem that is sure to be before the Nebraska body in its next session. In fact, it was up for extended consideration at the last session, and may be reasonably looked for at succeeding sessions for a long time to come. It is the problem of the use of the highways for freight trucking.

Just now the debate in Iowa is over the proper method for protecting gravel roads from destruction by heavy loads. The house has adopted a maximum load of 13 tons for pneumatic tires and 14 tons for solid tires. This seems like a liberal allowance, for it amounts to the full capacity of a freight car of less than 40 years ago. A truck with a load of that proportion will certainly test the stability of any road it travels over.

The question of truck competition with the railroads is but a collateral issue. If truckers can successfully compete on short haul business with the railroads, there is no reason why they should be interfered with. However, when it comes to requiring the public to maintain highways, which are in effect the tracks over which the trucks move, the question takes on a different phase. Money saved on freight at the expense of the general taxpayer is not a saving at all.

Good hard surfaced, all-weather roads are a prime need, and until Nebraska is as well equipped in this regard as the business of the state properly demands, it will be listed as lagging. But the building and maintenance of these roads calls for money, and some of this ought to be paid by those who use the roads the most. How to work out the details of the system, so that no injustice will be done, and the trucking business can proceed on its own footing, is the problem for the coming legislature.

Hiram Johnson keeps right on, blasting away at the president, no matter what he does. When Daugherty was in the cabinet it was an outrage to keep him there, and when he is out it was a mistake to let him go. What could Coolidge do to meet the approval of the peripatetic senator from California?

As Puddin'head Wilson put it, this is the day on which we are reminded of what we are the rest of the year.

Doesn't it seem duplicating effort to put a loud speaker in the pulpit occupied by Rev. Mr. Holler?

March may have bleated his way in, but he certainly roared as he went out.

Homespun Verse

—By Omaha's Own Poet—
Robert Worthington Davie

THE RADIO.
My pencil is reluctant to continue with its scrawl,
My thoughts are somewhat cluttered, and I'm not myself at all.
Because I am afflicted like some others whom I know,
I have the current fever, and I'm dreaming Radio.

It's wonderful, if naming is within my humble power,
I ponder on its magic and I listen by the hour.
My little girl is happy and my little boy is glad,
Their mother says it is the greatest treat we've ever had.

Letters From Our Readers

All letters must be signed, but same will be withheld upon request. Comments of a personal nature and less will be given preference.

Endorses Rankin's Views.

York, Neb.—To the Editor of The Omaha Bee: Just read A. C. Rankin's letter in today's Bee and I heartily endorse his remarks concerning the primary. The primary law was a pet hobby of our present governor and the illustrious brother in their efforts to change everything to suit their views of how things should be run.

One of the important items in our taxes is the expense of this primary and reduction of taxes was the main feature in the last campaign. One of the good features claimed for the primary was that it would give the poor down trodden oppressed farmer a chance to go to the primaries and nominate men to his liking. Some feared the farmers would combine and take all the offices in sight. The contrary is true. In the old convention days the party leaders encouraged the candidacy of good strong men in various parts of the county and only a relative per cent of the county offices were given to town men.

The fears that the farmer would take all the offices has disappeared. He doesn't get any of them, the town voters simply combine and take everything in sight. In almost any court house in the state it will be found that the officers are residents of the county seat, and that many a farmer or small town man has a place. This shows what chance the farmer or small town man has under the widely touted primary law—a law which fills 169 pages and which no man understands and has to be taken to the courts in every campaign in order that its fearfully and wonderfully made provisions may be straightened out. Abas is doggone primary law.

O. M. FINE.

Pay For Use of Highways.

Loup City, Neb.—To the Editor of The Omaha Bee: In your issue of March 26, I note your editorial, "Highways And Their Uses." In that article you are seeking a solution of the question of how to maintain the upkeep of the public highways of our state. With our present license system of \$10.00 minimum for a car, weighing up to and including 5000 lbs., each added 100 pounds, there is no proportion whatever between the price paid and the use of the roads. To illustrate—I have in mind two friends, one is a traveling salesman who is on the road 12 months in the year. He pays \$10.00 license fee for his Ford roadster, and travels, say 15,000 miles during the year. His other friend has a large touring car, weighing 3,000 pounds and he pays \$15.00 license fee, and travels only 5,000 miles during the year. It is quite plain that the use of the roads of these two friends bears no relation to the cost of the license fee each one pays. Now I would suggest something like this—charge a small registration fee, just enough to cover cost of license number and clerical work, and place a tax on gasoline, used in motor cars, and trucks. This tax would be collected in the same manner as the present license fee is used. Then those who travel most would pay most and in exact proportion to their use of the roads. Some other states have adopted this plan and find it to work well. Another consideration for Nebraska is this. There is a large outside tourist travel—through the state to the Rocky mountains, Yellowstone park and the Pacific coast, that enjoy the use of its highways, but contribute not one cent to their upkeep under the present system. Your "St. Louis to Terre Haute" illustration is very much to the point. A tax on gasoline would even up this matter. Some workable rules could be adopted to exempt industrial use of gasoline.

J. Q. PRAT.

Soldier Against Norris.

North Bend, Neb.—To the Editor of The Omaha Bee: In the George W. Norris who is now seeking the republican nomination for senator the same George W. Norris who voted against every appropriation bill calculated to feed and clothe the soldiers and furnish them with ammunition while they were serving over seas? I am interested in knowing because I am one of those who enlisted, went across and served for months in France. I know there were those at home who were sniping at us all the time. If this is the same George W. Norris who was in the senate during the war, then I am against him. And of course he is the same Norris, always against something and never for anything constructive. I have always been a republican, but I announce here and

now that I will not vote for any man who sniped at us while we were following the flag. I have a lot more respect for Helms. He at least went to the front. Of course I do not pretend to speak for other service men, nor for my fellow members of the American Legion, but I can speak for one voter. I am against Norris and for Sloan. Mr. Sloan had sons in the service, and one of them lies buried over seas.

GEORGE "DAD" ARMSLEED.

Company D, 19th Engineers, 34th Division.

"Construction Beats Criticism."

Stromsburg, Neb.—To the Editor of The Omaha Bee: For years it has been very disgusting, irritating and humiliating to republicans to hear the so-called insurgents denounce, discredit and cast aspersions on the republican party for the purpose of courting support from its opponents in the senate. While this has yielded considerable votes from outside the party to those insurgents, it has continually discredited the party in public opinion. The republicans have borne this appropriation too long, but since the insurgents attempted dictatorship and, failing, united with the democrats in organizing, disrupted what appeared to be a safe working house, clearly exists in the republican administration so that not a single constructive piece of legislation favorable to the middle west has been placed on the statute book, and with the democrats degraded the senate into a place reeking with political scandal-mongers and mudslingers, republican sentiment has turned strongly to republicanism. Halting between two opinions is out of favor, and republicanism for republicans the slogan. Insurgency is considered the fall of the democratic kite, let the democrats feed their fall.

Charles H. Sloan's motto, "Construction Beats Criticism," strikes a responsive chord. The republican party is and has been noted for constructive statesmanship, democracy for criticism. Hiram Johnson, at Fremont, Neb., March 24, is quoted as asserting "a need for complete house cleaning exists in the republican party." I can agree with him on that—clean out the insurgent fall of the democratic party. Political scandal-mongers and mudslingers are not a prime necessity in the party of the United States, either, for that matter.

It is a matter for congratulation that the political atmosphere is clearing and the republicans lining up for Charles H. Sloan. The fact that democrats in Nebraska manage Norris' campaign and democratic senators from other states urge Nebraska republicans to vote for Norris clearly proves that the logical thing for Nebraska republicans to do is to vote for Charles H. Sloan for senator and a landslide of republican votes for that matter.

WILL M. MAUPIN.

SUNNY SIDE UP

"Take comfort, nor forget That Sunrise never failed us yet" —Chas. H. Miner

THE PAY CHECK.

Just a lined bit of paper, but it holds a wealth of joy— Home and comfort without measure, happiness without alloy, Hour by hour I toil with pleasure, for I know the moments count. Best by best, each stroke is adding to my honest week's account. Every moment adds a pleasure to the loved ones in the nest. While the thought nerves me to labor with a never failing zest. 'Tis for wife and babes—God bless 'em—and my heart with rapture hums When I face the cashier's window and the Pay Check Comes.

There are an unusual number of hindsighters in Nebraska, right now. They are bewailing the fact that they didn't see the money in sheep feeding. And the comparatively few men of foresight—some call it luck—who did feed sheep are now smiling as they look at their bank accounts.

Three rousing cheers for Don Herold, who contributes to the current issue of Life a complaint about the "surfeit of service." His experience is the experience of travelers everywhere—too blamed many people pushing to do things for us that we would prefer to do for ourselves. F'instance: One bowl and a spoon is all we need when we call for our favorite edible, a baked apple. But the sable colored server in the diner serves the apple in a bowl resting upon a plate. Then he Holmes has been printing the Independent in his "Times office, looking after the news and advertising and getting out the mail. And Holmes says he will keep it up as long as his brother editor is laid up.

Fred Young, editor of the Genoa Leader, died March 17, after a protracted illness. One of the old-fashioned country editors, Fred maintained a unique position among the fraternity. His biting wit often exposed a grafter, and his sarcasm made him a man to be feared in a political contest. But he was a devoted friend who would go his limit for those he trusted.

Cozad is one of the best small towns in Nebraska. And the Cozad Local is unique in several respects, one being that it is a semi-weekly, doubtless published in the smallest town in the middle-west, if not the entire country, that boasts a semi-weekly newspaper. This of itself is mighty good evidence that Cozad is a humdinger of a town.

WILL M. MAUPIN.

Charles H. Sloan should occasion no surprise—a man of clean character, high ideals and dignified action, he will never be noted for a stinging tongue, defaming the party that honored him. Sloan's record in congress warrants the confidence that he will accomplish something for the middle west, be an asset to the senate and a credit to the state.

On April 8 the Nebraska voters can do themselves honor by voting republican, or uphold insurgency and democracy in a trade of political scandal, mudslinging and character assassination to destroy faith in public officials and disgust the people so as to give an opportunity to add to the already large wet vote in congress and, if possible, elect a wet as president. The Volstead law and prohibition are prime objectives.

ALBERT HENRY.

Can't Always Tell.

Flubb—Appearances are often deceptive.

Dubb—Yes; because a man carries his wife's photo in his watch it does not follow that she is the only woman in the case.—Exchange.

Illinois Central System Again Urges Patrons to Do Their Shopping Early

The railroads of the country last year handled the greatest volume of freight ever handled in any one year in their entire history, and shippers and receivers of freight never enjoyed more satisfactory service.

Various factors contributed to the making of this unprecedented record, but special credit must be given to shippers and receivers of freight for their efforts to use as much transportation as possible early in the year, when traffic is comparatively light, thus releasing equipment for use later in the year, when traffic is always heavy. Other factors which also entered into the situation last year were heavy loading and prompt unloading of cars. Without this splendid co-operation it would have been impossible for the railroads to have served their patrons as efficiently as they did last year.

It will be recalled that there were severe shortages of railway facilities in the fall months of 1920 and 1922. The movement of freight was unbalanced. In 1920 the maximum daily business handled by the railroads, which was in August, was 44 per cent greater than the minimum daily business, which was in April. In 1922 the maximum daily business, which was in November, was 53 per cent greater than the minimum daily business, which was in April. In 1923, however, the maximum daily business, which was in October, was only 26 per cent greater than the minimum daily business, which was in December.

For one example of what was accomplished by the shippers and receivers of freight last year, take the case of the cement manufacturers. They loaded 60,000 more cars in the first six months of 1923 than they loaded in the first six months of 1922.

Although total car loadings this year have been running ahead of the record loadings of the same period of 1923, the railroads have thus far been able to meet the demand for transportation, and there has been a surplus of freight cars over and above those required. In the first nine weeks of this year 7,924,617 cars were loaded with revenue freight, compared with 7,654,118 in the first nine weeks of 1923. There is every indication that the demand for transportation is going to continue strong throughout the remainder of the year.

If those who are in a position to anticipate their transportation requirements for the year will place their orders at once, or as early as they can do so, we believe the railroads will be able to serve them even more efficiently this year than they did in 1923. Every effort should be made to stabilize the movement of traffic. It is of the greatest importance that shippers and receivers of freight make use of transportation facilities when they are available.

We believe it will pay shippers and receivers of freight of all kinds to move their commodities now, even if it should be necessary to store them upon delivery, and we strongly urge them to pursue this course as far as it lies within their power to do so. In view of the extensive building programs under way and in prospect, this applies with special emphasis to stone, sand, gravel, cement and all other kinds of construction materials.

Transportation is a business which requires for its successful operation the closest co-operation between those engaged in it and those whom it serves. This statement is made in the hope that increased co-operation will facilitate the service of this railroad to its public.

Constructive criticism and suggestions are invited.

C. H. MARKHAM, President, Illinois Central System.

"From State and Nation"

Americans and American Ships.

From the Washington Post. American ships are good enough for the American members of the Associated Advertising Clubs of the World. The advertising men, it is announced by Leigh C. Palmer, president of the Emergency Fleet Corporation, have made arrangements to charter three vessels of the United States lines when they make their proposed voyage across the Atlantic ocean in July. The Republic is to carry 600, the Leviathan 300 and the George Washington 100 of the party. It is a refreshing and cheering bit of news. Particularly is this true in the light of the recently much-advertised selection of a British vessel by the American Bar Association for its European pilgrimage, which is to take place also in July.

Recently in the senate, Senator Wesley L. Jones of Washington, chairman of the commerce committee, who watches over shipping legislation, took the bar association to task for its failure to choose an American ship. In the course of his address the senator from Washington laid a finger on one of the real difficulties in the development of a successful overseas American merchant marine, the lack of interest evinced by Americans themselves.

"The lack of interest, to express it mildly, in an American merchant marine is too prevalent in this country, and is one of the greatest handicaps to building up our shipping," he said. "Until our people prefer American ships to alien ships for transporting themselves and their property we cannot hope to have a merchant marine."

The right spirit of Americans toward their merchant marine is a great need today. When they are ready to use equal or less accommodations by employing American ships, when American merchants insist that their business be carried in American bottoms, the problem of the merchant marine will largely be solved, in the opinion of Senator Jones.

And why should there be this softness of Americans toward the merchant vessels of Britain or France or the Scandinavian countries, this preference to the disadvantage of American ships? Unfortunately rumors and reports alleging lack of service and lack of safety on American ships have been circulated both in this

country and in Europe. Unfortunately, too, there is a certain degree of snobishness which insists upon the use of the vessels of some of the European lines rather than the American ships. To an American who believes in American shipping, the suggestion was brought recently that those of foreign countries, are not safe.

"Have you ever," he replied, "heard of the fate of the Titanic?"

LISTENING IN

On the Nebraska Press.

The Auburn Herald tells of a Nebraska county man who was going to file for county commissioner, but remembered that he had some oil stock. He couldn't sell the stock, and was afraid of publicity. He waits until the commission dies down, before becoming a candidate.

"If the Father of His Country should return now, he would feel like spanking a lot of his children," says the Beaver (City Times-Tribune).

The fellow who can pass a car on a muddy road, and smile as he turns his car out of a rut, is sure one good fellow," admits the Tecumseh Journal.

Fred Howard of the Clay Center Sun wonders if the girls of today are more truthful than those of former generations. He says it has been a long time since he heard a girl admit that she was "sweet 16 and never been kissed." Well, how could they be and be truthful, in a town where Fred Howard lives?

After watching the gyrations of congress for several weeks, Editor Sutherland of the Tekamah Herald is of the opinion that Teapot Dome is a gas well.

The Tekamah Herald calls him Frank A. Slanderlip. We'll bet that the Herald's editor could think up a better word than "scofflaw."

Somebody told the Wayne Democrat that a bootlegger takes dangerous chances. "Not as dangerous as the fellows who drink his product," replied the editor.

Mrs. Chattie Coleman Westlin, editor of the Stromsburg Headlight, admits that up to date the primary has been a very ladylike affair.

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Cor. Dearborn and Randolph Sts., Chicago, Ill.

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C. H. MARKHAM, President, Illinois Central System.

Abe Martin

After all th' doctors in town had given him up, Lester Mopps cured himself by cuttin' out envy an' malice. Maybe th' world is gittin' better, but it don't seem t' hurt th' closed in schools for girls.

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W. H. QUIVEY, Notary Public

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