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BEE TELEPHONES
Tribune Branch Exchange, Ask for AT lantic 1000
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Omaha Where the West is at its Best

LAKES-TO-OCEAN WATERWAY.

Five years of active work on the great project
of transforming into canals such portions of the St.
Lawrence river as is necessary, and for a great
system of locks to connect Ontario with Erie, is
summed up thus:

Mutual consideration of the engineering plans.
Concurrent consideration of national policies.
Points of contact for the development of inter-
national policy.

This may not sound like much of an achievement,
but it is put forward as the greatest progress ever
made by a project of similar magnitude in the same
length of time. Discussion at the outset naturally
was among those most vitally concerned. When
these were agreed on what should be done and how
to go about doing it, then the big job came on. It
was not alone the great inland empire, drained by
the Mississippi and its tributaries that had to be
interested. The United States east of the Alleghenies
and the people west of the Rockies must be
converted to the great plan for bringing the Atlantic
ocean 1,500 miles further inland.

All the ports on both coasts were interested in
the matter, and some of them imagined their interests
were adversely affected. Atlantic coast ports
especially felt their prestige was in danger. If the
farm and other products of the great central valley
were to find an outlet to tidewater at the head of
navigation on the lakes, what would become of ex-
isting harbors?

Education was necessary, and now the report is
that New England is for the canal, while along the
south Atlantic seaboard opposition is fast giving
way. So, too, the west coast ports have come to see
what the benefit will be to them. Especially are
Oregon and Washington interested, for it will permit
their principal crop, lumber, to get into a market
that is now hampered by reason of high freight rates.
Consumers within 500 miles of the Atlantic can get
a water and rail rate that is better than the
direct all rail rate. If the lumber is hauled by water
as far as Chicago, Omaha and points west may
share in this advantage. So Oregon and Washington
are in line for the ship canal up the St. Lawrence.

Canada had to be "sold" on the proposition, and
Montreal, the great gateway at which ocean-going
boats now halt, is set against the plan. Opposition
there has not been sufficient to check the action of
the Canadian government. In 1919, under President
Wilson, an international joint commission was named
to investigate and report. In April, 1920, the
commission undertook the work, and in November, 1921,
a hearing was had on the engineers' report. In De-
cember, 1921, President Harding submitted the re-
port to congress, and declared the plan feasible.

In May, 1922, the matter was taken up at Ottawa
on a note from the United States government, and the
Canadian authorities responded the time was
not ripe for proceeding. In December, 1923, Presi-
dent Coolidge said to congress:

"The time has come to resume in a moderate
way the improvement of the waterways de-
velopment from the Great Lakes toward the Gulf of
Mexico, and the development of the great power and
navigation project of the St. Lawrence river, for
which efforts are now being made to secure the
necessary treaty with Canada. . . Upon these projects
depend much future industrial and agricul-
tural progress."

Canada is now ready to go along to the extent
of appointing an engineering board of review, to
examine plans and estimates already reported, and to
answer such further questions as may be submitted.
Canada will also appoint a national committee to
formulate a national policy and program. The
United States already has a similar committee.

On the showing so far, the progress of the enter-
prise seems such as portends not only unusual
activity on part of the agencies that are promoting it,
but success as well. What it means to the region it
will serve is beyond calculation. It will reduce the
cost of transportation, and serve not only world
but domestic traffic as well. It means millions to
Nebraska in reduced freight rates. It means hun-
dreds of millions to the region drained by the
Mississippi.

Waters that now run idly to the sea must be
brought into the service of mankind. The Lakes-to-
Ocean waterway is one of the plans for doing this.

MESSING UP THE GOVERNMENT.

Representative Uphaw of Georgia is out with the
latest nostrum to cure the ills of government. He
would have all the cabinet officers elected at the same
time the president is elected. This of course would
give the people the choice of heads of the several de-
partments into which for convenience the federal
government is divided. It might result in a democ-
rat at the head of the War, a republican at the head
of the Navy, a farmer-laborite in charge of the Post-
office department, but by no stretch of luck would
we get a dirt farmer in the Department of Agricul-
ture. Such an one might land in the Treasury, and
the scheme holds other attractive vistas down which
the imagination can stroll with pleasure.

What would happen to the government? Under
the constitution "the executive power shall be vested
in a president of the United States of America." Sup-
pose, for illustration, that Mr. Coolidge were presi-
dent and Senator Hefflin were secretary of the treasury.
How much would Mr. Coolidge have to say
about the running of that department? Or if Sena-
tor Reed should be elected secretary of state, how
far would Coolidge get on his own hook in dealing
with another nation?

The president of the United States, under the

Uphaw plan, would be in the same predicament as
the mayor of Omaha was a few years ago. He could
welcome conventions and sign pay warrants, but
there his power and authority ended. With the ap-
proval of the city council he could name a janitor,
but the fire and police board, the city engineer, the
attorney, the treasurer, clerk and comptroller, all
were beyond him, because they were all elected by
the same voters that chose the mayor. They could,
and often did, tell the mayor to go sit on a tack.
That was popular government, all right, but Omaha
had enough of it.

TAMMANY'S DEAD SACHEM.

Charles F. Murphy, leader of Tammany, a power
in the democratic party's councils, and a factor in
the politics of the United States, is no more. For
some time now efforts will be made to assort and
catalogue the records of his life, to the end that his
services may be appraised. We imagine his faults
will mercifully be ignored, although that will new
make but little difference to Charlie Murphy.

He began life at the very bottom. One of the
news dispatches put it graphically, saying, he "rose
from the stockhold of ward politics to the quarter-
deck." A child of the "gas house" district, he learned
his greatest lesson in the hardest school. That
is, he was taught selfreliance by the simple process
of the culture around him. What he could hold was
his. Here also he learned the power of organiza-
tion. The gang was more than the individual.
Gradually working up, moving step by step, Murphy
came to prominence through the application of these
useful rules. None of them ever were forgotten.

He also learned some other things in that school.
One was that it pays to be faithful, that kindness is
not always wasted, and that industry is essential to
success, even in politics. As chieftain of the hosts
of Tammany, he loomed big in the affairs of his
party, both in New York and the nation. He was
denounced without stint by Mr. Bryan, and yet, when
the hour for voting came, Charlie Murphy was relied
upon to go along with the organization. His loyalty
to his party, no matter who was at its head, was one
of his real assets.

Tammany will not disappear because another of
its bosses has laid down the burden of chieftainship.
It is the surest, smoothest running political machine
ever devised in this country. Another leader will
come up, prove himself or get out of the way of
some abler man. But Tammany will go on, dominat-
ing the public affairs of New York city, till such
time as the voters of New York rally in sufficient
opposition to overturn the great mechanism that
makes the government of the metropolis.

Tammany is good or bad, just as those who judge
it are in or out of the combination. It is a singular
outgrowth of our form of government, has had many
imitators, but no peers. To be boss of Tammany
is no mean distinction, and to have won that crown
as Charles F. Murphy did, by dint of energy and
ability, is a credit to any man.

DANGEROUS ELEMENT IN COMMERCE.

A few years ago Americans were entertained, if
not especially edified by Charles Edward Russell's
dissertations on the traveling refrigerators, published
as "The Yellow Bandit of Commerce." Instead of
having the effect aimed at, the book apparently
stimulated the use of the refrigerator car. At any
rate, more and more service is required from them
each passing day. Instead of being stigmatized as a
"yellow bandit," the car that safely transports food
is regarded as a benefactor.

Freight traffic men are now preparing to deal
with a phase of the situation which has developed
to a high degree as a result of the war experience
of the nation. The "tramp car," so called, has a
distinct and definite location in trade. It permits
the carrying on of speculation in food products.
Frequently this is to the detriment of the public,
and never with any particular public service. Those
who recall the disclosures made during the sugar
inquiry in 1920 will remember tales of how carloads
of sugar were kept on the road for weeks and
months, never reaching a final destination. Title
was transferred from broker to broker, routing was
changed daily, and the food that was needed was
shunted from train to train, from road to road, all
because the price was going up and speculators,
rather than actual business men, could turn a profit.
A few years ago government inspectors chased a
big consignment of eggs for days all over the Chi-
cago terminal yards, while brokers shifted the bill-
of lading from hand to hand in an effort to control
the market.

Such deals as these have brought the practice
into disrepute. None will contend that the feed-in-
transit, mill-in-transit, and other similar devices are
not of service. So, too, is the reconsignment plan,
that permits the distribution, as now carried on, of
lumber, coal and similar material. What is aimed
at, if anything, is to check the mere gambling in
perishable foods, to head off the speculation that
rests on manipulated markets. If this can be con-
trolled, so that no harm comes to the consumers,
the move against the tramp car will be beneficial in
the end. Whether the line can be closely and accurately
drawn between the service that is needful and that
which is harmful is the big job the freight men have
taken on.

Financiers of Paris are said to be fluttering
around J. P. Morgan. If they had listened to him
a few years ago, they might not now be in the hole
as badly as they are.

Among others who will miss Charles F. Murphy
will be William Jennings Bryan.

Balloon races are educative, and all that, but they
do not draw crowds.

Homespun Verse

—By Omaha's Own Poet—
Robert Worthington Davis

PROMISE—THE McNARY-HAUGEN BILL.

Isaac looks beyond the present,
Though he has drawn up his will;
He describes with phrases pleasant
The McNary-Haugen Bill.
He beholds his business going
Toward disheartening decay—
He is not despondent, knowing
That the tide will turn his way.

He has long been wont to suffer
Partial failure of a crop,
And has been a hapless sufferer
With the prices sudden drop;
He has seen his acres flooded,
And his hay by tempest tossed,
And his apple trees when budded
Have been stricken by the frost.

Mortgages have long denied him
The content he's toiled to get,
And the Fates have oft defied him—
But he stands unshaken yet.
He is true to his vocation—
He's the same old Isaac still,
And regards with fascination
The McNary-Haugen bill.

Who Let This One In?



THE PARTY WHO CAN'T SAY ANYTHING BUT "HOW MUCH?" AND "HOW MANY?"

Letters From Our Readers

All letters must be signed, but name will be withheld upon request. Communi-
cations of 500 words and less will be given preference.

Take a Tip From Nightingale.
Omaha—To the Editor of The Omaha
Bee: Beautiful Metropolitan Omaha,
the grandest city in the middle
west, is a subject just now discussed
with much favorable comment, pend-
ing the election of city commissioners
on March 6.

"The Square Six," under whose
supervision such great results have
been attained, through co-operation in
their respective departments, are
recognized as representative efficient
practical business men of experience
who know how to conduct the affairs
of a large progressive city like ours,
and who also do things which serve
to advance, beautify and increase
property values within the city limits
of Omaha which of right should be
the capital of the state.

Our Joe Koutsky, the wide awake
resident commissioner of the south
side, did more to promote and accom-
plish public improvements than any
official who preceded him.
Now gentle voter, I'll advise that
you draft this distinguished aggrega-
tion of live wire boosters, "The
Square Six," into your service by re-
specting them by decisive majority at
the polls on May 6.

JOHN J. NIGHTINGALE.

Analyzing Mr. Johnson.

York, Neb.—To the Editor of The
Omaha Bee: Have you heard from
old Pennsylvania and New Jersey?
Break the news to Hiram very softly
for he surely is a little under the
weather by this time. North Dakota
meant nothing, but when the returns
indicated that President Coolidge had
carried the state of South Dakota,
then Hiram claimed the election was
bought, but when the final count was
in and he had carried it, then it was
a great victory for the people and a
hard slam at the president. I think
it no more than fair now to say Hiram
Johnston bought South Dakota with
his misstatements and unfair slings
and baseless charges he seems to have
gotten enough to believe them that
they voted for him as a protest, by
the Illinois, Michigan and
Nebraska primaries came on and Hiram
had become more bold and abusive,
the people began to see through his
mask, so they hid him good night and
it has been getting darker ever since
and the clouds that came between
him and the "June Sun of Hope" in
Pennsylvania and New Jersey has
put his star out altogether.

Senator Johnson stressed to the ex-
treme his charge that the "big in-
crease in the number of delegates
given the south was for buying the
nomination with southern appoint-
ives." Yet I have not read in the
press reports where he has given or
even mentioned the fact that the in-
crease was general all over the coun-
try, but the great majority of which
was given to the northern states, his
own state the same increase as the
others. The total number of delegates
given over the number in 1920, is 125
with 116 of them given to the north-
ern states and nine to the southern
states, or over 12 times as many new
delegates given the north as to the
south. And Mr. Johnson knew that
to be the fact. And the people have
said they do not want that kind of a
man for president.

Mr. Johnson started his campaign
with an effort to spread and magnify
the very unfortunate misdoings of a
few in office so to include or spread
suspicion over the entire administra-
tion, and he failed. Then he tried
some comparisons of which he made
another miss. He said the republi-
can party needed to clean house, he
says conditions now were very similar

to 12 years ago, when they had to
have a clean up. Here is where he
goes wrong. The Ballinger muss had
already been cleaned up and Mr.
Johnson knows that wrong was
mauled to the limit of the human
tongue's power to do it, but some
parties that were very much in the
light in that fight were after the
shoes of some higher ups, and when
they failed to get them they were
sore at the administration again. But
the only cleaning up the party got
12 years ago was that a lot of disap-
pointed selfseeking politicians left
the party and started a "new party"
and every allegation they made against
the old party, that they gave as their
reason for starting the new one, they
just out did the old party. T to L.
Now for proof, there is no one taking
the time and space to name them all
but just recall who was chosen to
pilot the new party, from chairman,
secretary, treasurer, clear down the
line, look at that bunch.

Who does not remember the protests
of Judge Wray through the press, and
asking for a different lineup, but of
course not. One hundred thousand
choosing the representatives of the
biggest big business of the east to pilot
the new ship? If he did, I failed to
read, see, or hear of it. Yet it's his
history that Senator Borah (that was
counted on as a bright light for the
new constellation) would have none
of it, so also Governor Hadley of
Missouri and many others for the
same reason. But you could not tell
the people anything. They were told
many bad stories, and enough he
secretly started a "new party" and
the largest vote any new party ever
got, but wait until the people see
things in the clear light of reason
after the campaign is over, they then
could not they had been hooked, so
when the election of 1914 came the
progressive vote dropped from over
4,000,000 in 1912, to less than 2,000,000
in 1914 and to but 41,000 in 1916, so in
1920 they are all back in the G. O. P.
Now it needs another cleaning.

Surely Mr. Johnson has been very
unfortunate in his selection of a com-
parison. Then he has so much to say
against the east and the west of the
east. Let Mr. Johnson just remem-
ber the foundation of America, sturdy
character was laid in the east and
the west has not yet shown any signs
of improvement except by word of
mouth or on paper, and come to
think about it. Mr. Ballinger was a
western man as was also Mr. Fall.
Mr. Johnson says "Such men should
not be chosen for public office," well
no one disputes that, but every one
that goes wrong, must sometime make
the first step, and many is the person
after doing so will exclaim, "Well
what was I thinking about anyway,"
and will be just as much surprised

SUNNY SIDE UP
The Old Songs.
Famous Sayings of Famous Men.
Senator Wheeler—I didn't know it was loaded.
William G. McAdoo—This zero hour, and off we'll go!
Governor Al Smith—A wet sheet and a flowing hair!
Senator Pat Harrison—I'll do my stuff, and damned be he who first cries, hold, enough!
Senator Tom Hefflin—Throw enough mud and some of it is bound to stick.

Putting It Up to Her.
"My wife wants to have an inter-
view with you at your convenience,"
said the man.
"With me?" replied his employer.
"What's the trouble?"
"Nothing. But she's convinced that
I'm worth more money than I'm get-
ting and I've told her to come down
and give the same line of talk to
you."—Detroit Free Press.

UPDIKE LUMBER & COAL CO.
We Can Help You With
Your Building Problems
It Is Our Business to Serve You
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Ingredients do not assure
good cake or good gasoline
it's BALANCE
that
COUNTS

SOME flour, shortening, spice, sugar, salt, eggs and milk
do not assure a light, delicious cake. Similarly, gasoline
containing all desirable ingredients—low, medium and
higher boiling point fractions—may be either first-rate or
decidedly inferior motor fuel. In each case balanced proportion
is the determining factor.

So-called "improved" gasolines are always deficient in some im-
portant particular. If it isn't slow starting and pick-up, it is poor
mileage, heavy carbon accumulations or some other big defect.

Varying the proportions was tried with Red Crown, but in-
numerable tests and experiments demonstrated that you can
neither add nor take away any fraction of Red Crown and have
as thoroughly satisfactory, dependable and economical motor
fuel. It is balanced for quick, clean burning, for developing
maximum power, for delivering most miles per gallon.

To get the most out of your car drive up to any Red Crown
Service Station and get a filling of Red Crown, the balanced
gasoline. You'll receive prompt, courteous attention and
service, full measure of uniformly high grade gasoline and
Polarine motor oils that provide protective lubrication.

Write or ask for a Red Crown Road Map
STANDARD OIL COMPANY OF NEBRASKA

RED CROWN
The Balanced Gasoline
A Red Crown Gasoline Service Station with a car and a truck.

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V. A. BRIDGE, Cir. Mgr.
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this 4th day of April, 1924.
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Notary Public
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