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THE OMAHA BEE

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Omaha-Where the West is at its Best

PAINLESS PAYMENT FOR ROADS.

An Iowa man visited The Omaha Bee a day or two ago, and boasted of the comprehensive road work that is now under way in the Hawkeye state. A state highway commission, consisting of two competent taxpayers and the dean of the engineering school at Ames, is in charge of the big program. They select the engineer, and decide on the details. Funds are raised by license tax and a gasoline tax. Three thousand miles of hard surfaced road, a "main line" system is under way. Three hundred miles a year are financed through the taxes mentioned. In 10 years Iowa will have a highway system commensurate with her importance as a state. The subsidiary system consists of 4,100 miles of highway surfaced with gravel or some similar material.

Ou: Hawkeye friend proposes that Nebraska, where he once was resident and still owns property, adopt a similar plan. He suggests a 2-cent tax on gasoline. Reminded that Governor McKelvie's effort to put such a tax on gasoline started a statewide revolt, this enthusiast for good roads answered that perhaps Nebraskans had had time to think it over, and might be more responsive at this time.

. . .

Surely Nebraska needs the roads. The unpleasant fact is that at the beginning of the current year our state ranked forty-fifth in the union in hard surfaced roads. Those that do exist are nearly all in Douglas county. The position will not be bettered by work being done this year. Another fact is that most of these roads are paid for by the taxpayers, and turned over to the general public

our president was astute enough to sense the possibility of a general conflict, and to throw his influence on the side of peace. The United States had but lately given the world an example of its readiness in the war with Spain and the Filipino insurrection. Added to this was the part taken in the Boxer uprising in China. Military authorities abroad had a more wholesome regard for our ability then than they had held prior to 1898, and so the president's word carried a little weight with it. When, in 1905, Roosevelt brought Russia and Japan together at Portsmouth, agreement came easier because of the fact that Germany and France had had the note referred to by Mr. Dennett, although Americans knew nothing of it at the time.

Speculation as to what might have occurred had the challenge been accepted is idle. Reflection on what has since taken place justifies doubt as to whether the nation would have gone to war where our interest was remote. Yet if the gesture did avert a world war, and it may be easily be believed that it did, the fact is another bay in the huge Roosevelt wreath of laurel.

WHEN THE BOY COMES HOME.

An ordinary episode in the life of every normal boy is the day he runs away from home. Sometimes he does not get very far, and nobody is aware of his secret until he cares to disclose it. That is no one but father, who went through the same stage of development, and knows all the symptoms, better than does the son. Father, however, if he has beeen attentive to the teachings of experience, has learned when to say nothing. So the crisis is passed. Again the boy may get far away from the roof before he realizes just what has happened. It is a real tragedy then, if he does not get back. When he sets out upon his great undertaking, he is full of his plans for conquering the world. He knows it is going to be a tough job, but he has strength and skill and knowledge, and is fully determined to win. Other boys have done it, and why not he?

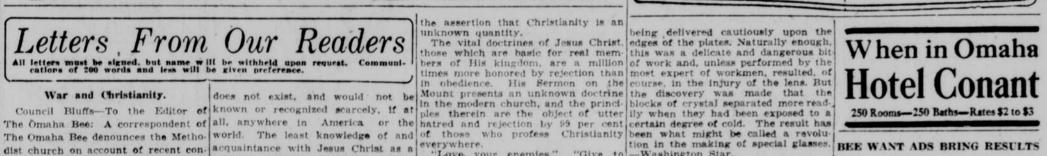
Shortly he discovers that he has left home. Certain comforts that were his are missing. No stranger's face, however kindly, will suffice for the old familiar faces of father and mother. Mother! Just now he begins to think of her, for the first time. He never knew how much he would miss her, and somewhere he begins to realize that she misses him. Happy the lad who can win back readily to the home nest when this first great wave of homesickness comes over him.

"But when he was yet a great way off, his father saw him and had compassion, and ran, and fell on his neck, and kissed him." Fathers do that yet, just as they have been doing it through all the ages. Sons find it out some times. The day comes when the boy who has returned is ready to go out and win his way in the world, but he knows then that he is accompanied by the love and the hopes of both father and mother, and that, no matter what turn fortune may take for him, he can never get beyond the ever-stretching circle that encloses him. Boys are always leaving home, and coming back, and the old tale is ever new, because it comes fresh always from the hearts of fathers and mothers and boys.

THE OMAHA BEE: THURSDAY, AUGUST 14, 1924.



the assertion that Christianity is an being delivered cautiously upon the inknown quantity. The vital doctrines of Jesus Christ, edges of the plates. Naturally enough, those which are basic for real mem. this was a delicate and dangerous bit bers of His kingdom, are a million of work and, unless performed by th times more honored by rejection than most expert of workmen, resulted, o War and Christianity. Council Bluffs—To the Editor of known or recognized scarcely, if at Council Bluffs—To the Editor of known or recognized scarcely, if at Council Bluffs—To the Editor of known or recognized scarcely, if at council Bluffs—To the Editor of known or recognized scarcely, if at blocks of crystal separated more read-ples therein are the object of utter blocks of crystal separated more read-blocks of crystal separated more read-blocks of crystal separated to a



WILL M. MAUPIN.

SUNNY SIDE

orders in an official tone of voice. .

lesired results.

if they really knew.

Pake Comfort, nor forget That sumrise never failed us yet Colia Thaiter

On the Wing: Somewhere in Nebraska-As open confes-

sion is good for the soul, we purpose a little soul cultivation at

this point by making a confession or two. For years we have cherished an ambition to be a railroad president, or a superin-

tendent, or something equally high and authoritative, so we could ride over the rond in a private car. We yearned for the

"portunity to lean back in an easy chair in our own palatial private car, stopping now and then to give the admiring popu-

ace a chance to gaze upon us, and to issue a few peremptory

But another ambition has been shot all to thunder. This thing of being a railroad president or superintendent is too

darned strenuous. All day long we have been riding in a private car and watching the big chief at work. It is the work car of John Mulick, superintendent of the Nebraska-Wyoming division. It has everything the big private cars have, only it is smaller. Dick, the colored chef, is a veteran of the Phillemer was and he known the cullency care back.

of the Philippine war, and he knows the culinary game back-wards. I awoke early this morning, expecting to spend a pleas-

ant five or six hours, chatting with Mulick. And right there is where my ideas about superintendents got their bumps.

. From the time we arose from the breakfast table until we sat down to' lunch. Mulick put in every minute dictating

telegrams and letters to his secretary, Bowan. Between lunch and dinner it was the same. When our train stopped, Mulick

was off and up the line to confer with station agents, pump-

men, section men and elevator men. By the way, our private car-accent on the "our"-is swinging along at the tail end of

a wheat train that is beginning to assume great length. We are picking up from one to five cars of wheat at every station.

before the wheels get to rolling good out of town he is dictat-

ing answers. Say, that man knows every signal tower, rail

longer than most railway systems. Being a railroad man he

is given to terse expression, often quite emphatic. Mulick wouldn't fit clerical garb worth a whoop. We are not supposed

to listen in when he is dictating, but now and then we just can't help hearing a word or two. Some of them wouldn't look

well in print, but there are many indications that they get the

the superintending game, but, believe you us, we no longer yearn for the job of superintendent.

something different. Our ambition now is to be a guest thereon

whenever we feel the urge. None of the responsibilities, none

of the strenuous work-just sitting and looking out of the rear window and appearing wise. Wonder if the people who see

us in this pose imagine that we are some big brass collar of the railroad; or a great eastern capitalist taking a look-see

with a view to investing a few of our millions in this wonderful section of the footstool. Wonder, too, what they would think

freight train beats riding the bumpers or lurking in the corners of a dusty boxcar. Nobody knows it better than we do. We've

'ed both over this great steel highway

By the way, tailing along in a private car at the end of a

But being a guest on a superintendent's private car is

We might qualify as to the language part of

joint and tie along this whole division, and this division is

At every station Mulick gets a bunch of telegrams, and



Letters From Our Readers

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

cern that takes business away from the railway. Many taxpayers do not own automobiles, but under the existing system they are required to pay for building and keeping up the roads. Perhaps this is a reason why road building in Nebraska has

lagged. If a plan can be devised whereby the cost for building and upkeep of roads will be transferred to those who use them most, and in a painless way, there will be consent to a program as proportionately extensive as that of Iowa. Nebraska needs about 1.800 miles of "main line" roads, and twice that

At present something like 8,000,000 gallons of gasoline a month is consumed by Nebraska users. A tax of 1 cent per gallon on this will produce \$960,-000 a year, and this added to the vehicle license fees, amounting to something near \$4,000,000, will

Another plan is to charge users of roads according to the amount of use. A metered service to be substituted for the license fee. One or the other plans' may be adopted, as seems better suited for she needs of the state. One thing else, too, will nave to be adjusted. Instead of the automobile license fees being expended in the counties where they are collected, the money will have to be paid into the general road fund of the state. Instead of the road construction being in charge of the county board or the district supervisor, control should be vested in the state highway commission. Central authority will govern, and the program it adopts will be systematically carried out. The reult in time will be a comprehensive network of well built highway, crossing and recrossing the state Instead of the patchwork and haphazard results we

Did Roosevelt avert a world war in 1904? Dr. Tyler Dennett of Washington avers that the "sudden" president of the United States is entitled to that credit. Addressing an open conference of the political science summer school at Williamstown, Dr. Dennett said he is in possession of a photostatic copy of a note sent by Roosevelt to Berlin, the existence of which has never been mentioned. In it was the flat declaration that if Germany and France, as it was 'expected they would, went to the assistance of Russia in the war with Japan, he would go to the support of Japan, and would "take whatever steps

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