## THE BEE: OMAHA, THURSDAY, SEPTEMBER 22, 1910.



against the overtures of the adherents Garey. Hayden M. White in withdrawing from the convention made a most scathing arreignment of the de

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thing like lake navigation from Ca'ro to this regard, which, when siudied out, can ruption because those who support such a Pittsburg and will preserve for the twelve be embodied in statute. months of a year a constant depth of nine

stream navigation in ordinary water some here, and we have a great deal to learn in

feet. The uncertainty with reference to the "The cost of the improvement of the Ohio be numbered. The country is roused depth of water in the river has greatly hin- river is to be upwards of \$63,000,000 and it against corporate or corrupt control dered the use of the river for continuous affects a sufficient territory and a suf- legislative agencies, but it is doubtful transportation. Of course, business has ad- ficient number of people to justify the ex- whether constituencies as we yet are liable justed itself to seasons, exactly as it does perditure of the money out of the treasury to perceive the higher obligations on the with reference to lake transportation, of the United States. The plan is to ap- part of themselves and their representawhich, because of the severity of the win- propriate sufficient money each year so as tives, not to use their votes in combination ter, ceases in November and is not resumed to complete all the dams in twelve years. to appropriate to a part that which belongs

until April or May. But if it were known I wish that congress had arranged to ex- to the whole." that, every month in the year, the advan- pend the money in less time and complete tion could be had we may reasonably ex- important for its completion is not alone BOYS IN BLUE MARCH AGAIN nect a very much larger investment of and which shall be passed by or delayed. capital in steamboats, tug boats and it is a rule fairly well observed by the barges, and very much greater regularity committee on river and harbors, that no in the schedules for running them than project which has not received the approval of both of the boards shall be appropriated now obtained. for and adopted.

## Necessity of Terminals.

a most instructive report, the United Too Mach Division of Money. States Waterways commission, headed by "As these waterways improvements are to our own Senator Burton, has pointed out he carried on in upwards of two-thirds of the difficulties that are auparent in river the congressional districts, it can be readily transportation in this country and have understood what the pressure is from their shown with great clearness the advantages representatives in congress to have every that railroad transportation has over river project that is approved appropriated for. transportation for constant use. The chief The total cost of the projects surveyed difficulty is the cost of terminal or trans- and estimated for is far in excess of anyfer charges wherever the destination of thing that congress could appropriate for the treight requires the use of both river the general purpose from the revenues of the government for one year or a dozen and railroad. 'In their investigations abroad the com- years. The consequence is that in the de-

mission found that a great deal of money sire to satisfy the claims of all, the amount and time had been spent in perfecting the which is available from the current revenue terminals for river transportation and they is divided up and apportioned between all deplore the entire absence of such termin. the various enterprises that have thus reals on many of the navigable rivers of this ceived the approval of the engineers. This is done with very little regard to the comcountry

"What I think we have reasons to expect parative merits of the different improveis that, with the improvement of the Ohio river according to the plan proposed and the possibility of its continuous use from early completion. one year to the other, with the development of an upstream trade by reasons of the meal' policy and is very unsatisfactory. slack water, there will be a study of economical terminal facilities and a profitable recommend to congress the improvement

investment therein. The waterways commission points out have the power to advise that body that that in localities where water-borne traffic the beginning of certain improvements has increased, as on the great lakes, care- should be postponed until other improveful and elaborate provisions has been made ments are completely finished. Of course for the handling of freight in the most 1 understand that the difficulty is part of The equipment for our system of government. Every district economical mannet. the loading and the unloading of freight at that has a projected improvement feels take terminals points is more advanced that it ought to secure some share in the than anywhere else in the world.

Problem of Transferring Freight. One of the advantages that the railways have over the river arises from the readier transfer of traffic from one railway to another as compared with the transfer this affords not only the physical transfer a departure from the present system would in Chicago for a number of years, came Improvements any more than they are Mrs. M. E. Whitehead, in 1889. without break of bulk. In this connection likely to be delayed under the present sysmust note the physical disadvantages tem. On the contrary, if the new plan to of rivers, due to the very considerable oscillation in their levels, which makes it be adopted involves the prompt completion of these projects which are entered upon, inure difficult to provide convenient and the others which are prepared when they adequate loading machinery and renders are begun may count upon a much shorter the receipt and shipment of freight properiod for the whole work. portionately more expensive. The variation in the Ohlo river in Cincinnati is over

sixty feet and there are similar variations at other points along the Ohio and Mis- order, I can go in directing the engineers SIMMIPDI.

to make recommendations informing con gress an to the relative importance of the "It has been suggested that railways, as a rule, make a higher speed per hour and projects adopted and entered upon. I think that the difference to be traversed between I have gone as far as I can in this matter terminals is usually shorter by , all and also and I shall ask congress for more power that the railway is more reliable in its at its next session. This should be given schedules: With respect to these difficul- in the form of authority to organize a ties, however, an examination shows that board of engineers to go over many parthe average rate of speed of a ratiway car tially completed enterprises that were beloaded with freight is not much greater sun before the present plan of approval by than would be the speed of a tugpont and two boards was adopted or which by barges on one of our rivers; and if we changes in conditions need re-examination could have a river navigable at all times may not determine whether they should be abandoned. Until this is done these seem to be no reason why schedules could projects whether worthy or unworthy, will

Executive Needs More Power..

'It is doubtful how far by executive

nd is perhaps more dangerous than corcombination are generally bold in its defense. The days of the pork barrel should Cost of Improvement.

isting locks and danis, will make the up- much better regulated abroad than it is comes very near corruption in its effects the Paxton begins at \$30, immediately fol-

(Continued from First Page.)

Atlantic City and the advance guard was made up of a provisional regiment from to see that our credit is conserved? We the Sons of Veterans under the command must pay as we go.

"Many talk of economy, but they are of Colonel Henry Stewart. Then came the general, not specific in their statements. commander-in-chief and his staff under We have got beyond the speculative stage the personal escort of the famous U. S. of this question. It is not intensely practi-Grant post of Brooklyn. Following these came the long line of "boys in blue" headed cal, nor will it be after the first of Novemby the Department of Illinois because of ber, if a congress is elected commissioned to the seniority of its organization. The old go back to the reactionary policy of 1894, with the business conditions of today. soldiers marched in their respective departments in the following order: "I am not a Jeremiah, for I have faith in

Wisconsin, Pennsylvania, Ohio, New York, Connecticut, Massachusetts, Maine, California, Nevada, Rhode Island, New Hampshire, Vermont, Department of the Potamac, Virginia, North Carolina, Maryand, Nebraska, Michigan, Iowa, Indiana,

Colorado, Wyoming, Kansas, Delaware, Minnesota, Missouri, Oregon, Kentucky, West Virginia, South Dakota, Washington, Alaska, Arkansas, New Mexico, Utah, Tennessee, Louisiana, Mississippi, Florida, Montana, Texas, Idaho, Arizona, Georgia, ments and it has a tendency to delay every South Carolina, Alabama, North Dakota improvement a number of years beyond the and Oklahoma. time when it might be made profitable by Then came the National Association of Naval Veterans and the National Associa-

"This is what has been called the 'piecetion of ex-Union Prisoners of War. The Department of New Jersey, the host of the A supervising board of engineers should occasion, brought up the rear of the line of old soldiers. Following these came the in the order of their importance and should Third regiment of New Jersey National Guard

The key to the situation-Bee Want Ads.

Married Sixty-Eight Venes. MARSHALLTOWN. In. Sept. 21.-(Spenual expenditures of money for all improve- Mr. Kelly is 88, and his wife is one year other tariff revision to bring into effect a ments, in the labor employed, in the ma- younger. They are both English people. created, as well as in some progress, how- Newcastle on Tyne was the scene of their

that dramatic sentence. 'There's millions in it,' and I have measured the serious pretensions of the former with the comedy of Raymond as he illustrated the humor of Mark Twain. I may be a little old cial.)--Mr. and Mrs. Joseph Kelly, an aged fashioned in such matters, but I prefer a couple of this city, today celebrated the demonstration to a declaration, and our benefit that is to be derived from the an- sixty-eighth anniversary of their marriage. friends the energy, who are demanding an-

this age of publicity.

"My

lowing the banquet

vitation is necessary.

cordially invited to meet the distinguished

visitor at this public reception. The ban-

quet is a formal affair. The reception

following is not formal and no special in-

JOE CANNIN RENOMINATED

(Continued from First Page.)

on a higher plane than is the labor of

Europe, Asia and the islands of the sea.

Conservation of Credit.

"The credit of a nation can be exhausted

as is that of an individual. While talking

about conservation, would it not be well

the good sense of the people, even when ad-

vised by those who are peddling novelties in

governmental politics, to keep abreast of

Definition of Progress.

should be a movement forward, not simply

a loud noise about the necessity for the

movement, nor extravagant promise to ac-

celerate the movement if given control of

the machine. I have seen men who

promised to get sixty miles out of an en-

gine that had been making only thirty

miles an hour if they could only get hold

of the lever, and I have seen some of them.

in their ignorance, reverse the engine,

sending it and the whole train backward.

have met the man who claimed he could

extract gold from sea water; but I have

also seen John T. Raymond play Colonel

Mulberry Sellers, and heard him get off

notion about progress is that it

revenue tariff In place of the protective terials purchased and in the business having been born and married in England. tariff, look to me like reactionaries who would reverse the engine and go back over ever small, made in its improvement to- marriage on September 21, 1842. They came this phenomenal half century of progress from water to land or land to water and wards its completion. It now means that to the United States in 1849; and after living to the old ofder before the war.

Resolutions were adopted endorsing Presof traffic, but the through haul of cars not p spone the completion of many of these here to reside with their only daughter, ident Taft for keeping the pledges of the republican platform and forcing money

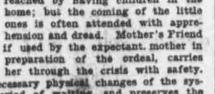


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way contributes to strong, healthy motherhood. Mother's Friend is sold at drug stores. Write for our free book containing valuable information for expectant mothers. BRADFIELD REGULATOR CO.,

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if used by the expectant. mother in

MOTHERS 3 RIEND

ocrats for their ad Non-Catholics as well as Catholics, are delegates, but with prolonged applause nunli tion, which was received in silence by the from the spectators.

The key to the situation-Bee Want Ads.

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