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SIoux CITY PTG. CO., NO. 30-1923.

### MATTER HE DIDN'T MENTION

Boastful Man Got Away With Box of Chocolates, but There Was a Reason.

A man was boasting to some other he had met that he could take any article from a shop without being detected. One of his hearers bet him that he could not take a box of chocolates in this way.

The man agreed and they went along to a grocer's shop.

"You wait here," said the daring one, "and you'll see!"

With these words he went into the shop, took a box of chocolates from the counter and walked out.

"There you are!" he said proudly, "I've won the wager!"

The stranger smiled.

"You're very smart!" he answered, "But I happen to be a detective and I am going to arrest you for stealing!"

"Wait a bit, sir," said the other coolly. "I happen to be the proprietor of the shop!"

Yes, indeed.

"Did that rich uncle of yours leave many heirlooms?"

"I should say so. A new heir looms up almost every week."—Boston Evening Transcript.

It is buying without thinking that fills the market with so many good second-hand bargains.

Dessert is an edible which comes and goes with company.

# Nervous?

If Coffee disagrees

# Drink Postum

There's a Reason

## NEBRASKA NOTES.

### Visit of Bryan Brothers Starts Gossip—Why Reclamation? Rains Prove Gravel Roads—After Economy Record.

BY DENNIS O'LEARY.

It was quite the natural thing for W. J. Bryan, who made a trip north to attend the Christian Endeavor convention at Des Moines, to stop over in Lincoln for a visit with his brother, Governor Charles W. Bryan. Yet some of the political "dopesters" tried to attach political significance to the visit. They said the Bryan brothers had their heads together with a view of figuring ways and means to control the Nebraska delegation to the next democratic convention.

Governor Bryan did invite in a few friends to refresh old times with his Florida brother of greater fame but fewer campaign victories. The small assemblage did not, however, have the appearance of a star chamber session of democratic clan leaders. Congressman John H. Morschhead, former governor, was about the only prominent democrat in attendance at the reception held in honor of the "Commoner."

The Lincoln correspondent of the Omaha Bee, after trying to picture the Lincoln reception as an "inner circle" political confab, had to mention the prominent democrats who were not there in order to give political flavor to the incident. Apparently the technique in this case was to create envy and offense among those not invited. In the same article it was admitted that the reception guests, aside from state officers, "were Lincoln friends of the Bryan brothers."

Said the Bee correspondent: "Such men as J. N. Norton, James C. Dahlman, Dan Butler, Congressman Shalenger, Theodore Osteman, Gilbert M. Hitchcock, Arthur Mullen, W. H. Thompson and W. J. Taylor, whose presence at a democratic function spells harmony, were not present."

No doubt Hitchcock, Mullen and others appreciate the implied resentment of the republican Omaha Bee because of the alleged affront to democratic wheel-horses.

#### Why Make Things Worse?

D. W. Davis, former governor of Idaho, now special assistant to the secretary of the interior, said in the course of an address before the Omaha Chamber of Commerce:

"We of the west should be thankful that our government takes such an interest and is willing to advance large sums of money in irrigation projects, which mean so much to our development."

With production needs more than met by land already under cultivation—so much so that normal marketing rules are continually upset—it is difficult to understand why either individuals or governmental agencies of this generation should be encouraged to expend huge sums for the reclamation of additional agricultural lands through drainage and irrigation. Such expansions involve neither business sense nor conservation sense. The people of this country may need the additional production facilities 1,000 years hence and they should be held over for possible future contingencies.

The interior department would be doing more for "we of the west" by spending the government's irrigation and drainage funds for toy balloons and allowing the employees of these departments to put in their time playing with them. It's bad enough to spend huge millions that could be saved, but to spend the money in making things worse is about the limit in official foolishness.

#### Gravel Roads Stand Test.

Skepticism as to the durability and durability of properly constructed gravel roads is confined largely to communities which have not tried them under fair conditions. The Norfolk News contends that the heavy rains of May, June and July have given a good test to the small mileage of gravelled roads in that vicinity. That newspaper says:

Norfolk has had an object lesson this year in the value of

gravel as a road surfacing material. The almost constant rains of the last month or six weeks have kept the dirt roads in a deplorable condition. The down-pours followed one another so rapidly that road patrol men were unable to get out on the highways. During all of this time the two short stretches of gravelled roads were not only passable but in first-class condition. Even the hardest rain failed to affect them. They stood up bravely under the most trying season this section has had in many years.

The Nebraska highway department figures the average construction cost of gravel roads at \$4,500 per mile. Allowing \$800 per year for replacement of gravel, \$175 per mile per year for maintenance, and \$270 per year for interest on the original investment, that makes the average cost of gravelled roads in the state about \$1,245 per mile per year. Carrying the computation farther, the department takes the average traffic on main-traveled roads and estimates that the saving in transportation cost on gravelled roads, as compared with dirt roads, (the saving including automobile maintenance over the two types of roads) is \$2,889 per mile. With all items taken into the calculation, that makes the gravelled roads cost \$1,644 per year for nothing. The Iowa agricultural college, following exhaustive tests, gave out figures somewhat to the same effect.

From a statistical standpoint, there's only one possible joker in the situation. To get the gravelled roads calls for the \$4,500 per mile investment, plus \$1,245 per year running expense, then some talented folks are liable to stop and "absorb" the savings which otherwise revert to wipe out the maintenance cost. A surprisingly large number of people in this country are able to live by their wits, in one way or another, and the competition in that line is more or less legitimate. Anyway, figures are fascinating.

After Economy Record

While circumstances arise which seem to justify both praise and criticisms of Governor Bryan's policies, all of the newspaper observers at Lincoln agree that the governor is trying to reduce the cost of state government—and that he actually is making headway in that respect. Persons connected with departments which have been affected by the economies seek to show that the governor is "penny wise," of course, but it is not at all certain that he has eliminated or modified any official work of outstanding importance.

Under Governor Bryan's own budget for the two years standing July 1, 1923, the expenditures will be \$6,000,000 to \$10,000,000 less than the expenditures for the last two years of the McKelvie administration. These savings are foreordained under the reduced appropriations made through Governor Bryan's budget schedule, which the legislature could not overturn because of inability to muster a three-fifths vote. The governor's budget, as provided in the Nebraska constitution, is one of the best budget systems in any state. It is a clear and practical centralization of budget responsibility.

Governor Bryan has made executive and political mistakes, without question, but if he can go before the people of Nebraska with a showing of \$10,000,000 saved in two years he can sit back and let his opponents do the arguing. Operations from January 1, 1923, to June 30, 1923, under the Bryan administration, were part of the McKelvie budget. The code question was featured in the Nebraska campaign last year, largely on that claim that it had been partly responsible for increased state expenses. Bryan was elected on an economy platform. If he makes good on it, he will almost be in position to claim a new world's record.

## Circuit Judge Threatens To Evict U. S. Senator From Room

Grand Rapids, Mich. — A United States senator was rebuked by a circuit judge and told he would be removed from the court room if he did not conduct himself properly, during the hearing here yesterday of the divorce suit brought by Mrs. Mabel Ferris against Phelps Ferris.

Senator Woodbridge N. Ferris, had been an interested attendant at the hearing in which his son and daughter-in-law are the principals. Mrs. Ferris was testifying. Occasionally

Senator Ferris smiled during her testimony. Judge M. L. Dunham interrupted the hearing.

"Senator," he said, "it is very unpleasant for Mrs. Ferris to sit on the witness stand and have you look at your lawyer and smile at each question and answer. That must be stopped."

When the judge threatened to have him removed Senator Ferris arose from his chair, apologized and the incident was closed.

### The Largest Thermometer.

The largest thermometer in the world has been erected on the boardwalk near Michigan avenue, Atlantic City, N. J. It is 50 feet high, enabling promenaders a mile away to read the temperature. The mercury in the tube is 10 inches wide and is operated by a system of small thermometers with electrical relays. Lights on the board indicate the temperature accurately and automatically.

"The worn turn"—into a tape worm probably, for the farmer to feed as per usual.

Motion picture films, collars, cuffs and many toilet articles, are made of certain forms of gun cotton which are less highly explosive than the gun cotton used in war and in blasting.

In connection with the electrification of Swiss federal railways the mechanical signal system has been replaced by an electrically operated signal system, said to be the first installation of its kind in Europe.

Mrs. Lovilla Oldrich threatens to scrub her young 'uns faces on the wash board if they don't get down to the dirt business.

Lady Astor, young American from Virginia, first female in the house of commons, gives English mothers cause for gratitude. By a vote of 257 to 10, the house of commons, yesterday passed Lady Astor's bill preventing sale of intoxicating liquors to minors under 18 years of age. This doesn't forbid Englishmen to give beer or wine to their children, but children cannot buy it in public houses. That's a step in the right direction, regardless of anybody's opinion on absolute prohibition.

Maple syrup is the favorite soothing syrup with young and old alike.

The old order must be changing in Missouri. From that state which gave the world Senator Vest's famous eulogy on the dog and that time-honored battlehymn, "You Got to Quit Kickin' My Dog Around" comes a report that one city, Excelsior Springs, has enacted an ordinance providing for a dog tax which will near bankrupt the average family to keep even one "houn dawg."

Folks with keen ears can usually hear the suspiciously loud humming

## Address by W. H. Finley, President Chicago and North Western Railway Company before the Chamber of Commerce at Des Moines, Iowa Friday Noon, June 29th, 1923.

The Chicago and North Western Railway pays for the space in this paper that it may from time to time present matters of first importance to the readers of this publication. We would warn the voter of the continuing attempt of the political demagogue to undermine the existing order of things to his own temporary advantage. The insidious attack upon the railroads but cloak an attempt to break down the rights of private property.

In publishing extracts from a recent address by Mr. W. H. Finley, President of the Chicago and North Western Railway, we present to the voter certain facts easily verified. In later issues we will quote from others who are experienced not only in railroad management but in the relations existing between the railroad and its patrons.

#### Transportation Act of 1920.

President Finley, in discussing particularly the Transportation Act of 1920, referred to the wonderful service rendered society by the railroads. Recognizing the necessity for and the benefits of reasonable regulation of the carriers, he showed most conclusively the advanced step in legislation in the enactment of what is known as the Esch-Cummins or the Transportation Act.

In referring to the thirty-three years of experience in the regulation of the railroads since the creation of the Interstate Commerce Commission, he stated that, "It would seem natural that during this period the Commission should have established or declared a formula by which the reasonableness of rates should be measured. But such an occurrence did not take place. During this period, processes of government by commission have had considerable development, not only as concerns the railroads of the United States, but as affecting most of the so-called public utility industries. The railroads, being the largest of the industries affected, reflect probably more fully than any other the full effect of this form of government by commission. In general, the procedure before the Commission is as follows: that any one who sees an opportunity to profit by the reduction of a rate, whether it is reasonable or unreasonable, originates a complaint before the Commission. The Commission then hears the testimony of the complainant and that of the carrier in defense, and the Commission, usually considering a compromise as expedient, gives a decision somewhere between the two positions taken by the opposing parties. The tendency of this procedure is always to reduce rates, but not to advance them. This process does not tend to establish justice. The only way that justice can be established is by competent authority acting in conformity with sound economic theory based upon a full and truthful knowledge of the facts pertaining thereto, and apart from prejudice or ulterior influences.

"The Transportation Act of 1920 was necessary in order to clarify the situation from a legal point of view. In the experience of the Commission, and in the exercise of its administrative powers, it had come in conflict, time after time, with the Courts. The various State Commissions in their aggressiveness, had, from time to time, overstepped their authority and compelled the carriers to take their cases to the Supreme Court of the United States. It is clear that such regulatory processes are unnecessary, and that the multitudinous questions involved in the transportation industry cannot reasonably be brought, one by one, before the Supreme Court of the United States for settlement.

"The Transportation Act brings into concrete form and expresses the principles which have been established by the Supreme Court of the United States out of the experience of many years, and from a legal point of view, is a masterpiece of legislation, in that it simplifies and clarifies those questions which had been in dispute and settled from time to time, piecemeal, through litigation. If there is anything which will assist materially in the conduct of this great industry, it is the clarifying of legislative enactments so that they may be fully understood, and litigation will then be unnecessary.

"The Transportation Act, in announcing a Rule of Rate-making, did not enumerate any new principles or create any new conditions relating to commerce, but did state in clear and concise terms those principles which, by thirty-three years of experience and controversy, had been established through decisions of the Supreme Court of the United States. These principles had been established through court decisions resulting from the struggles of public utility enterprises against the injustice which regulatory commissions would otherwise have inflicted upon them."

President Finley referred to the experience of government control during the war and the lessons learned from it, and showed how the Transportation Act aided in the "re-establishing of the financial credit of the depleted

railroads." He stated that the provisions of this Act "clearly intend to (a) introduce economic theory into the making of rates; (b) provide adequate wages for the employees, and (c) provide just and adequate compensation to capital actually employed. The above are, therefore, perfectly natural expressions of the government's intention to deal fairly with the railroad industry, both as to employees and investors, and remove, if possible, this whole question from the field of controversy and litigation. We must also recognize that the commerce of the United States is expanding. Our national wealth and productive power is increasing, and our continued prosperity rests upon continuance of all our favorable conditions. Our railroads must expand, providing additional locomotives, cars, terminal and other facilities which mean added investment. Investors cannot be expected to put their money into enterprises that do not yield a reasonable return—nor will they—and it is necessary that in the future, investors may be made to feel that the savings they put into railroad properties are a safe and secure investment. Continued attacks on railroads, with the intention of destroying their credit, will do incalculable harm to the nation."

He summed up what has been experienced under the Transportation Act as follows:

- "An adjustment of all freight rates and passenger fares to the new level required to put the railroads upon a sound economic basis and meet the increased labor costs.
- "A sudden and unexpected decline in traffic which introduced a new difficulty into the situation so that the operations for the year 1921 were disappointing because they yielded a little over one-half of the intended interest upon the investment.
- "Reductions in rates and adjustments in wages in an effort to meet the changed conditions of traffic."

And then, after reviewing this and other pertinent facts, he asked: "Do we want the Transportation Act to be continued? or, Do we want to destroy it? The answer involves the whole question of the public's interest in the subject of transportation and how it may be best served. The public's interest is primarily centered upon the amounts they must pay as passenger fares and freight rates. These are determined by four factors, namely, (1) Wages; (2) Fuel and Material Costs; (3) Taxes; and (4) Interest on Investments. If these four elements are just and reasonable, it follows that the rates themselves must be just and reasonable. If the rates themselves are too high, then one of these four factors is being overpaid. The public is just now confronted with rates approximately fifty per cent higher than in 1917, but from every reasonable economic point of view, these rates are fully justified by comparison with the general price levels of other commodities, and particularly of other services. There is at the present time, no perceptible slackening up of commerce due to the so-called high freight rates, and the bare fact that the commerce of the country is moving freely is evidence that the freight rates themselves are fully within the value of the service rendered to the public.

"The Rule of Rate-making, Section 15a of the Law, should be upheld by every right-thinking citizen, and when the full knowledge reaches the American public that it is a measure conforming strictly to the Constitution and as just and reasonable as human intellect can conceive, it will meet with popular approval."

Mr. Finley emphasized the fact that "it was necessary and is still necessary, if capital is to be attracted into the railroad field, that the Congress of the United States, speaking for all the people, should assure investors in railroad securities that the administrative authorities will fix rates upon a basis that will afford a fair return, and that the holders of railroad securities will not be relegated to the impracticable and uncertain remedy afforded through the ordinary channels of litigation.

"While there is no guaranty contained anywhere in the Transportation Act, yet Section 15a does express the policy of giving fair treatment without the necessity of litigation.

"To repeal the Transportation Act now would amount to a legislative declaration that the Interstate Commerce Commission was invited to do an unconstitutional thing, to-wit, fix rates that would not produce a fair return upon the value of the property, for the most that is contained in the Transportation Act upon this subject is found in paragraphs two and three of Section 15a, and they may be analyzed briefly as follows:

"First—It is provided that the Interstate Commerce Commission shall fix rates which will produce a fair return, as nearly as may be, upon the value of the railway properties devoted to the transportation service.

"Second—The Commission is authorized, from time to time, to determine what percentage or rate of return will constitute a fair return.

"To now repeal that portion of the Transportation Act referred to would amount to a declaration by the people of the United States that they were not willing to have their administrative officers fix rates that will produce a fair return, even as that fair return

is determined by the Interstate Commerce Commission, on the present basis of 5% per cent.

"I do not believe that the people of the United States, when properly apprised of all the facts, will permit their representatives in the Congress of the United States, through legislation, to announce that it is the purpose and policy of the Government to deny a fair return upon fair values of railway properties. Such would be the effect at this time of repealing Section 15a of the Act to Regulate Commerce.

"The Transportation Act undertakes to establish, by government sanction, the elements within the cost of transportation, two of which, wages and interest on the investment, have had considerable public attention drawn to them by propaganda of organized labor on the one hand and politicians and demagogues on the other. A close analysis of this propaganda will give evidence that they are both an organized attack upon invested capital, and both of them have a tendency toward nationalization of railroads as the first step toward the socialistic tendency to nationalize all industries in the United States."

#### Dusky Feminism.

Judge—Do you believe in divorce?  
Liza—Yes, sub, I do.  
Rastus (interrupting)—How come you believe in divorce, woman?  
Liza—Well, it's this way, judge. I sorta feels we need somethin' to keep us women in circulation!—Penn State Froth.

#### To Have a Clear, Sweet Skin

Touch pimples, redness, roughness or itching, if any, with Cuticura Ointment, then bathe with Cuticura Soap and hot water. Rub, dry gently and dust on a little Cuticura Talcum to leave a fascinating fragrance on skin. Everywhere 25c each.—Advertisement.

#### Real Naughty.

"Is the farmer in?" asks the World, leaning negligently against Agriculture's back door as it awaits the annual hand-out. "Yes—in debt—if that's what you mean," snaps the farmer's wife as she slams the door briskly and significantly, in the surprised World's face. Naughty! Naughty! To treat the poor rich thing so!—Hoard's Dairyman.

A farmer boy is naturally curious to find out if he has talent for some thing besides farming.

Conscience grows by practice.

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25c AND 75c PACKAGES EVERYWHERE

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are usually due to straining when constipated.

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## FRECKLES

Now is the Time to Get Rid of These Ugly Spots

There's no longer the slightest need of feeling ashamed of your freckles, as Othine—double strength—is guaranteed to remove these homely spots.

Simply get an ounce of Othine from any druggist and apply a little of it night and morning and you should soon see that even the worst freckles have begun to disappear while the lighter ones have vanished entirely. It is seldom that more than an ounce is needed to completely clear the skin, and gain a beautiful, clear complexion.

Be sure to ask for the double-strength Othine, as this is sold under guarantee of money back if it fails to remove freckles.