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HEADING AWAY FROM WAR.

President Coolidge said in his message to conrress last December:

"America has been one of the foremost nations advocating tribunals for the settlement of international disputes of a justiciable character. Our representatives took a leading part in those conferences which resulted in the establishment of the Hague Tribunal, and later in providing for a Permanent Court of International Justice. I believe it would be for the advantage of this country and helpful to the stability of other nations for us to adhere to the protocol establishing that court upon the conditions stated in the recommendation which is now before the senate, and further that our country shall not be bound by advisory opinions which may be rendered by the court upon questions which we have not voluntarily submitted to its judgment. This court would provide a practical and convenient tribunal before which we could go voluntarily, but to which we could not be summoned, for a determination of justiciable questions when they fail to be resolved by diplomatic negotiations."

Therein is stated most clearly and concisely the case of the World Court as it applies to the United

Senator Borah, chairman of the senate committee on foreign relations, is opposed to the World Court, as he was to the League of Nations. His patriotism is unquestioned, but his judgment is at variance with that of others as eminent and as devoted to the interests of his country and humanity as he is. It is not a question of "My country, right or wrong," but rather of "My country, may she ever be right." Under the terms of the Hughes' reservations any question may be withheld from the court, if in the opinion of the United States authorities it should be. Nor must we answer to the court without our consent.

This is the very essence of the process of establishing right without the display of might. It is the tribunal of the weak in dealing with the strong. It is the real refuge of the mighty when imposed upon by the feeble.

The people of Omaha are intensely interested in this question. A mass meeting has been called for Friday night, at which the subject will be discussed. The action of that meeting will express the sentiment of the community. It is not a pacifist affair. Men and women who love justice and equity, as well as peace, and who will fight for a righteous cause, are moving to secure the establishment of right by the course that will avoid war. It would be a splendid thing to round out the career of Charles Evans Hughes, by the adoption of the World Court resolution before his retirement on March 4.

WHO TWISTED THE LAW?

Senator Cummins, one of the authors of the present transportation act, says the law was deformed after it had left the senate. In its present condition, it is unworkable, not only as to consolidations but in other regards. This statement from the surviving author of the measure is interesting, but not startling. Those who have watched its application have generally expressed a belief that the law is inadequate as well as unworkable.

It may not be worth while to pursue a search to locate responsibility for the changes made in the bill after it left the senate. All are not attributable to the work of congress, although many of the provisions, such as the labor board and that for grouping the roads into operative systems, came from legislators whose desire to help led them into theorizing and experimental trials. Failure might not have been foreseen, but it certainly has followed.

Alfred F. Thom brought the admission from Senator Cummins. Mr. Thom, general counsel for the Association of Railroad Executives, was pleading for a modification of the law to make selective grouping the plan instead of compulsory. His idea is the sound one, on which all the future service of the great transportation systems rests. We have had many examples of the sort, the result of effort on the part of great leaders, and they worked well. Under McAdoo we had a try at the forced consolidation of service, and it worked very poorly. The government might well try to assist the railroad managers in this matter, rather than to continue the policy of restriction, which does not help to a. solution of the greater question.

DEMOCRATS STAND UP.

When Senator Robinson of Arkansas took it upon himself to rebuke Senator Norris of Nebraska for criticizing the president of the United States, a rather pretty issue was joined. The first impression is that the Arkansas senator followed the advice Hamlet gave his mother. He assumed a virtue, whether or not he had one. Simply made a pretext in order to acquire a little additional credit for doing something he intended doing all along. That is, to vote against the Norris bill and in favor of the Underwood plan for disposing of Muscle Shoals.

Senator Norris differs widely and honestly from the views of the president on many matters of domestic policy. Mr. Coolidge has frankly declared his opposition to government ownership or operation of any project that can be efficiently managed by private owners. Senator Norris is as frankly committed to the opposite view. He believes in public ownership and operation. For many years he has

advocated development of water power by the federal government, and his bill dealing with Muscle Shoals is merely a part of a great superpower vision

One of the outstanding characteristics of Norris is his inability to compromise or co-operate. His views must prevail. He will not submit. Other senators hold different ideas. Consequently the senior senator from Nebraska finds himself frequently very lonesome because he is at odds with all the others.

One thing seems to be indicated by Senator Robinson's statements. The democrats have at least started to be themselves. In the last session they permitted the insurgents to map the way for them. If they will chart their own course and follow it, they will have more influence than they have had following the insurgents.

WILL YOU DO YOUR PART?

Sixty-two persons will be killed today in traffic accidents-assuming this to be an average day in American life. Thirty persons will be killed or injured in railroad grade crossing accidents.

A committee of survey for safety has reported to Secretary Hoover that traffic accidents now kill more than 22,000 Americans annually. At this rate it only takes three years to equal the toll of American lives taken by the World War. Add to this the thousands who are maimed or crippled, many permanently, as a result of avoidable traffic accidents, and the terror of the situation is plain.

Are Americans so calloused to the havor that is wreaked through careless haste that they will continue the headlong rush at the cost in human suffering and misery now exacted?

Answer this question for yourself, and you will be ready to join the Omaha Safety council in its efforts to reduce the mishaps that are daily recorded. All are not due to automobile use. Many avoidable accidents occur elsewhere. What the Safety council is trying to do is to educate young and old to be more careful in every way.

To do this means are required, money to carry on the work. The council has fixed a budget of \$10,000 for a year's work in Omaha. Of this amount \$6,800 remains to be provided from some source. A committee, headed by W. S. Stryker, has been named to look after the special business of financing the work. All citizens are interested in reducing this huge loss from accidents. Get in touch with the committee. Be ready to receive its visitation. The work is for humanity.

A STURDY PIONEER GONE.

It is not theocity of Columbus alone that suffers a distinct loss in the death of Karl Cramer. The state loses an exemplary citizen; loses a sturdy pioneer who wrought well in the beginning of the commonwealth, and never ceased during all the years of his busy and useful life. He was intensely interested in all those things that tend to social and GOVERNOR FOR A DAY.

GOVERNOR FOR A DAY.

Government Ownership.

For the information of Mayor Dahlman is associate commissioner.

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GOVERNOR FOR A DAY.

Hiram Bingham of Connecticut was governor for a day. After making his inaugural address he resigned to become a senator of the United States.

There is one passage in his inaugural address that indicates that Connecticut lost a wise and farseeing governor when Hiram Bingham resigned.

When a new law is proposed let us ask: Does it further curtail individual liberty? Is it required for the maintenance of public safety and order? Will it encourage self-reliance in the individual citizen or will it lead him to become more dependent on the-government? Will it build up his respect for law and lead him to practice obedience to law, or will it tend to make him despise the law and seek means of evading it?"

All of which is commended to the attention of those who would rush forward to enact a law every time they see something that fails to meet their approval. There will be fewer laws, and better, and therefore more respect for all laws, when those enacted square with the test applied by Governor

A proposal to collect the electoral vote by mail was knocked out in congress. Why cut off the quadrennial joy-ride of the state messengers?

Premier Herriot's health will not permit him to hold office much longer, which makes the approach of Callaiux to leadership much easier.

Germany's greatest bother just now comes from laving too many political parties. A few consolidations might simplify matters. The "lady from Sarpy" shows her cleverness by

giving permission to the men to smoke. She may cash in on this later.

Bank clearings again soared by more than a million a day over the previous week, which is also

Homespun Verse -By Omaha's Own Poet-Robert Worthington Davie

APPRECIATION.

When it gets down close to zero.

And the cold winds shriek and roar, And we sit around the fireplace When the homeward walk is o'er-It is then that we are joyful For a cozy place to stay, For a roof to keep the bleakness Of the out-of-doors away.

When we view the frozen windows, And the barren, lifeless sheen Reaching far beyond our vision Where the grasses once were green,-We can comprehend the blessings Of the summer season gone, And o'erlook the few objections That of yore we frowned upon.

When the worst of something better Than the best of something bad Haunts us, we are always grateful For so much that we have had And we all in looking backward. Learn that we were often blind As we stumbled o'er the ridges In the good old days behind,

We Can Find Plenty of Folks to Wear 'Em But Not Many That Can Fill Them as Well



Letters From Our Readers All letters must be signed, but name will be withheld upon request. Communications of 200 words and less, will be given preference.

and still be young in understanding.
If Mr. Haffner wishes to be known as "sage" he should try to keep up to

The government should issue bonds for sunning a public utility the same as it issued bonds to carry on the war, and call them public utility bonds inshould be kept at par and the "utilbe made to pay the interest on hem out of its earnings. If it doesn't pay at least that amount, it is not a public utility at all, but, on the con-trary, a public nuisance. Government trary, a public nuisance. Government utilities that do not pay their way are paternalistic and nonself-supporting. If the government owns a railroad that is losing money and I do not use the road, but have to pay my share of the deficit in the way of taxes, I am under private ownership. But we have been wrought in the churche must have the railroads. Very well, during the last 30 years, and how then make them pay for themselves many of our older people believe that by their earnings. Whenever we can in any sense these changes have been see our way to putting govern-ment ownership on a strictly business -which is a money-making business—
we may talk about public ownership of the land. Their influence dominatwith something like sense instead of nonsense. FRANK MARTIN.

About Street Car Fares.
Omaha.—To the Editor of The Omaha Bee: I note in the "Street Car Topics" December 1 last, the company claims: Of their more than 46,000,000 income from fares alone, half goes to their employes. If this be true, there is incompetency in the administration of the road. Of course, the aforesaid income does not include the receipt for car advertisements and bridge tolls, and which are no small item and should be divulged when the question of increased fare presents itself to the city commissioners February 24 next, in one of the municipal court rooms. But, why not the council chamber be selected in place

Abe Martin



"A pust office no sooner gits back on its feet after th' Christmus rush till along comes a flood o' blamed strawberry letters from Floridy,"
complained Pustmaster Le m
Smiley t'day. Who recalls when
folks used t' quit drinkin' New
Year's instead of Christmas?

ened with the religious spirit. of a sardine box, that the civic clubs the churches was simple but heart-

ly Mayor Dahlman needs to get as with the intellectual in their preach wise. For the correct definition of a ing vieing with the spiritual for su good fellow is outside of, not in the premacy.

dictionary.

Hence, if our mayor and associates handle the street car problem correct ly, there will be no doubtt as to a re duction to 5 cents, provided, of cours the company makes a full and exhaus ditures, the bridge tolls and adver

While the people are in favor of square deal, because the company as necessary to them as they are t cipal in the bargain.
F. PHILIP HAFFNER.

The Church Yesterday and Today. Omaha. -To the Editor ot getting a square deal, as I would ha Bee: What revolutionary changes for the better?

Thirty years ago the churches were ed the homes, and largely the schools and the state. They were not only the religious but the social centers

the few social functions of the better

To hold their people they secular forms of amusement in the

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class of the young people were leavthe rich and the poor fellowshipping



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That Sunrise never failed us yet

We don't know about this new policy of "cracking 'em on the nose," reference being made to the manner of treating men charged with violation of the prohibitory laws. It seems to have sanction, in certain quarters, but somehow or other it appears contrary to our preconceived ideas of law enforcement and recognition of fundamental rights. That bootleggers deserve cracking on the nose is beside the question. Some of them deserve worse than that—drinking their own wares, for instance. We are going to seek further light on the question.

The Minneapolis Journal says Nebraska is exhibiting the Eighth Wonder of the world—a new capitol built without bonding. That sort of thing may be a wonder elsewhere, but it is a commonplace in Nebraska. We've builded one of the greatest state universities without bonding, four fine normal schools est state universities without bonding, and without bonding, and have ten to twelve million dollars in a permanent school fund without having to issue a bond to get money. We do big things in a peculiar way in Nebraska.

Charles L. Hyde, a banker of Pierre, S. D., says longevity is to be achieved by self-denial, temperance and cheerfulness. The greatest of these is cheerfulness. Self-denial may be carried to extremes, and temperance is a relative term. The most intemperate men we have ever known never took a drink of intoxicants, and we helped bury a man who practiced self-denial to such an extent that he starved to death with thousands of dollars concealed about his premises. And, as a matter of fact, longevity doesn't amount to a whoop. How a man lives is of vastly more importance than the length of time he lives.

Our good friend, Edward Flynn, general manager of the Burlington, has so far recovered from the effects of wrestling with a broken steam pipe that he is able to attend to business with a broken steam pipe that he is able to attend to business in Chicago. We take it from this that the "72" is again in commission. However, we are willing to use the "86" on our contemplated southern trip, provided arrangements can be made for its use, and for several other things that must be taken care of before we can start. It isn't steam pipes that

Every now and then we are inclined to recall what are known as "the good old days," and feel impelled to regret their passing. But not for long. We turn on a little more steam and rejoice that we do not have to scrabble in the snow for a few sticks of wood. In the morning we rejoice at our ability to dress close to a sizzling radiator instead of donning garments frozen stiff in a bedroom whose windows are thick with frost. No longer are we compelled to quit reading at 9 p. m. because there is no oil in the lamp and none in the can. To be real truthful about it, we'd rather think and talk about the good old days than to live them over again.

Even though we recognize the fact that our public officials are overworked and underpaid, we still insist that they should find ways and means of removing the Christmas tree from the courthouse grounds. We will soon need the space for our display of Fourth of July fireworks.

Members of the We Knew Him When Club will kindly shove along and make room on the bench for T. J. Pickett of Wahoo. Pioneer newspaper publisher of Nebraska, locating first at Nebraska City. Bought Ashland Gazette in 1880 and published it 15 years. Then went to Wahoo and founded the Wasp. Published Wasp until he took a notion to retire and turned it over to his son. Served in state senate, took leading part in republican politics, always worked to promote Ne-braska and his home town. When active in the business was admittedly one of the strong editors of the state. Fully deserv-

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"The trouble lasted about two Soap and Ointment, and after using about five cakes of Soap and on-box of Ointment I was healed." (Signed) Miss Imogene Thomas, R. R. S. Kokomo, Ind., Aug. 2, 1924. Cuticura Soap to cleanse and parify, Cuticura Ointment to soothe and heal and Cuticura Talcum to powder and sweeten are ideal for

Soap Br. Cintment B and St.

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