

The eye of a Master will do more work than his hand.

March of Events

City, and Nat'l Life

"No Man was ever Glorious who was not Laborious."

THE OMAHA GUIDE

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EDITORIAL

STATE REGULATION AT ITS BEST

In an article in the Public Utilities Fortnightly, William A. Prendergast, former chairman of the public service commission of New York, points out that the state commissions are at the crossroads. On the one hand they are subjected to political pressure of an unusually strong nature, due to the uncertainty of the time, and on the other they are confronted by Federal incursions into fields which formerly were exclusively in the province of the state.

Mr. Prendergast makes two suggestions which he believes must be adopted if the utility commissions are to survive and if regulation is to be honest, effective and in the public interest. The first is that the commission should be agencies independent of political interference from any quarter, whether it be governors, municipal governments or civic organizations, and, secondly, that they should establish a definite system of determining a rate base and adhere to it.

The second suggestion is a matter for economists and engineers to thrash out. The first, which is much more vital, is, in one sense, up to the public. If political pressure of one kind or another has sometimes harmed and disrupted state regulation, it is because the public has permitted it to do so. High officials, particularly in state government, have attempted to make the commission do certain things—such as to reduce rates—irrespective of legal or economic justification. They have sought to make the commissions an ally in their efforts to manufacture votes and curry public favor. In brief, they have attempted—and, according to Mr. Prendergast, not without success in some instances—to "politicize" state regulation of public service institutions.

The commissions, like the courts, must exist above and local considerations, above the machinery of political manipulation, or they must eventually cease to exist at all. This is a public matter indeed—and a wise and awakened public has it in its power to cure a condition which may rapidly become unendurable.

GOVERNMENT SPEEDS HOME BUILDING

A recent announcement from Washington is that Presidential pressure has been applied to expedite plans for reopening banks, liberalizing credit and to make possible the building of low-cost homes.

Here is the prelude to a revival of major dimensions in the construction industry. For three or four years there has been a virtual lack of residential building. Accompanying it has been an abnormally high rate of depreciation on existing homes, due to poor maintenance. And the result is that the nation is short many thousands of homes.

The person who waits a few months or a year before building and repairing, is going to be confronted by a tremendous advance in costs. He's going to pay many dollars for what a few dollars will buy now. That is true of every phase of building—from the purchase of the land the house is to stand on, to the finishing of its walls. It is true of even minor repairs and additions—new roofs and steps, repainting, modernizing and repairing heating plants, renovating elec-

tric wiring, and everything else. The "buy now" movement that is underway at present is very different from sporadic movements of the past which adopted the same slogan. This one is based on fact, not fancy—on the knowledge that recovery is actually underway, that residential construction is a tremendous influence in speeding it up, and that the era of bankrupt prices is definitely waning. Every citizen who can should "get in at the bottom"—and the opportunity won't be present much longer.

SILVER IN THE LIMELIGHT

Silver is going to be very much in the headlines when Congress meets again. It's going to be there for a number of reasons—because world trade is still lagging and many authorities believe that higher silver prices must be achieved before it can pick up; because talk of inflation has caused still other authorities to remark that some plan for silver monetization might be a cure for currency ills; because the nation loss millions in purchasing power, taxes, etc.

The silver problem hasn't yet received the official attention it deserves—there's been a great deal of talk, with a minimum of action. And that attention should be forthcoming as soon as possible.

RAILROADS ON THE UP-GRADE

The news that the Class 1 railroads of the country had better financial experience during the first three quarters of 1933 than in the same period last year will be received with pleasure by an interested public. As matter of fact, their earnings were close to being 100 per cent improved. However, there's nothing to wave flags about as yet—this year the income was 1.2 per cent on their investment, as compared with .92 last year.

Small as their profits have been, the 1933 experience produces one very important fact: The railroads are still our basic transportation medium, and they will remain so for a long time to come. They are still carrying the great bulk of heavy and long haul freight. They are the only common carrier which completely covers the country with its facilities, and the only one which really pays its own way, without benefits from the taxpayers.

It is apparent that the railroads can't keep on forever without making a reasonable return on their investment. That return was specified at 5 per cent in the Transportation Act—and, in spite of unremitting efforts to achieve further efficiency and advance economy of operation, they have not been able to earn it in a single year since the war. It's good to know that their position has improved—but the statistics speak for themselves as to how much more must be done before they share in the prosperity they do so much to create.

THE FIRE AT JONESVILLE

The other day there was a fire at Jonesville. It started in the town's principal industry, a factory employing several hundred persons. It wasn't great industry, as industries go, but from the standpoint of Jonesville's hopes for prosperity and progress it was very important indeed.

At first the fire didn't seem especially dangerous. The local fire department was called and responded at once. But the blaze began making better progress. It found its way into a storeroom containing readily combustible materials and roared into walls and floors and stairways.

Even so, there was no great worry felt. It wasn't beyond control—if the fire department had the essential facilities in good working order. But that's where the tragedy came in. The engines were old and inefficient. There was less hose footage than there should have been, with some rotted to where it could not stand maximum water pressure.

The upshot was that Jonesville's factory was destroyed. It was covered by insurance, of course—but the best insurance policy ever written can pay for but a small part of the damage. Jobs were lost—and rates on other property had to be increased. And Jonesville entered into the deepest depression of its history.

In this case, Jonesville is a mythical town, and its factory a mythical factory. But that little drama has been repeated hundreds of times the past few years, in many sections of the country. Fire department appropriations have been cut—engines allowed to deteriorate without being repaired, or cheap new engines instead of those of standard make have been bought. And where cents were saved, irreplaceable dollars were destroyed.

WE CAN'T HAVE BOTH

The greatest obstacle business is struggling against now is taxation. And taxation, as a result, is the principal barrier in the way of achieving the fullest success for the recovery plans that are now in operation.

No business can spend money it has not got. No business can put more men on its pay rolls when it is having a hard time bringing in enough revenue to meet existing demands. No business can expand with profitless balance sheets.

It's a moot point as to how great an influence taxation was in prolonging and deepening depression. But it was, to say the least, considerable. When the national income touched the lowest point in decades, the cost of government loomed like Everest out of the plains of Tibet.

To regain governmental economy, it is not necessary to curtail or damage necessary governmental functions—it simply means that the waste, inefficiency and duplication of effort that is actually harmful to legitimate government—as in the post office department, which is breaking even for the first time in many years. But the work has barely begun.

Reasonable taxation is the friend of recovery, of employment and higher wage scales, and individual and corporate prosperity. That must not be forgotten.

SPECTRES ON PARADE

One reason why there is less appreciation than there should be of the horror of our annual automobile death toll is that the accidents happen far apart geographically, and at intervals throughout the entire year so that the total of a single day in a single locality does not mental work, must be eliminated. In some cases a start has been made, and the taxpayer have been saved millions particularly disturb us. Again, few motorists, comparatively speaking, see an accident in which someone is killed or seriously injured.

It would be well for the public to put its imagination to work on this situation. Here's one way to do it. Suppose that you, and all the millions of other car-owners, could be seated in a tremendous reviewing stand. Marching by slowly in front of you are the 35,000 shrouded spectres of persons who were killed by automobiles last year. To each shrouded figure is clinging one or more bereaved relatives. The parade would take many hours to pass—a silent, marching line of lives that had been destroyed because some one was careless or reckless or incompetent.

The very unpleasantness of that illustration is what makes it valuable. The fact that only an infinitesimal proportion of the 35,000 victims are killed in your community doesn't make any difference. Nor does the fact that only a comparatively few deaths occur on a given day. Remember that each year sees hundreds of tragedies as horrible as those of the Titanic or the Arkon—and they are all unnecessary.

Think of that long, horrible parade. And then decide what kind of a driver you will strive to be in the future.

THE PAST AND THE FUTURE

The test of a financial institution, as James Rodman, President of the American Thrift Insurance Company, wrote recently, is not the ability to meet its obligations in normal times—but to do so when times are abnormal and financial conditions are without precedent. That is the test the life insurance industry has met the past three years, with an amazingly small record of failures. During those three years—1930, 1931, and 1932—the industry paid to the public the vast sum of \$6,000,000,000. The magnitude of this sum may be appreciated in the light of the fact that the total income of the farming industry in 1932 was less than \$5,000,000,000—and close to 50,000,000 people are dependent on the farms for their livelihood.

When the history of the depression is finally written, the chapter that deals with life insurance will be one of the brightest. The stock market broke wide open and high grade bonds dropped to unbelievably low levels—yet almost every insurance policy was met precisely as the contract stipulated. Banks failed, businesses went under, and thousands of persons had their savings swept away with the exception of their life insurance investment, which was unimpaired. It's impossible to detail in statistics the poverty and the want that life insurance prevented during these years of crisis—it is sufficient to say that, without it, the country might very well have been swept by a panic without rival in history.

THE PRICE OF LEADERSHIP, WHAT?

By M. L. Harris

To the thinking Negro, who was at the Auditorium last Tuesday night, to hear the address of General Hugh Johnson, on the N. R. A. the absence of at least one representative of the 14,000 Negroes of Omaha on the stage was at least very significant, if not disappointing.

America is engaged in the greatest war of her existence, not a militant war as was that of the colonies; War of the Rebellion, Spanish-American, or the World's War, but a war it is just the same fraught with more grave consequences and National danger than any of the others. No man can see behind the veil which separates us from the future, and as that is true, no one can prophesy or conjure up in his mind the things which confronts us as a nation, if the struggle which is now being carried on to save this country thru the medium of the NRA. fails. The President is so intent on putting over his recovery program, that, all sectional, racial and partisan lines are being ignored.

Men from every race party and vocation are being called in for conferences and consultations. Only the one thing matters. As it was the cry of the immortal Lincoln in the days of the rebellion, "The union must be saved at any price," so it is today with our President.

Representatives from every race and nation are being consulted that the (President) may be informed as to the needs and desires of each component part of this great melting pot. Negroes have not only been consulted, but have been appointed to places of trust, that they may advise the administration as to the things by which the members of our group may work out their temporal salvation. As these are self evident truths, why had the Negro no representative on the platform at the auditorium Tuesday night? It cannot be charged to prejudice, nor can it be said that Omaha boasts of no Negroes who are competent to represent US on such an occasion. Why then was he not there? Saturday, November 11, the greatest All American Day of modern times, there was more people in line with 50,000 spectators applauding and looking on, a day set aside to honor and commemorate the dead, who fell on French soil and others, who offer their lives as a loving sacrifice to Old Glory, the symbol of freedom to all who come with her gates. This day was set aside that the black boy, who fell fighting for his country should receive the same honor as the white boy. As this is true, why was there not one Negro organization there to do them honor? Why was not there one bugler to blow the last taps over the body of their comrade? Why was there not one band to give the last note over the grave of the unknown soldier? Where are all the exservice men in Omaha, who would not honor their dead comrades? Was it lack of leadership, or what?

GENERAL JOHNSON, THE N. R. A. AND THE NEGRO

By M. L. Harris

Last Tuesday night at the Auditorium a great concourse of people assembled to receive from President Roosevelt's man "Friday" General Hugh Johnson, who has been delegated to lead us out of the wilderness of doubt, despair and disaster, first hand report of his stewardship. From the reception he was accorded by those present, if there was any doubts as to what the people thought at least in Omaha, it was displayed at that meeting.

We are fully persuaded the "wailing and gnashing of teeth," of such men as Hearst, McCormick and Senator Dickinson of Iowa, has not even disturbed or dented the confidence of the people in the President or his Recovery program. The American people will not forget when seven months ago, Mr. Roosevelt was inducted into office, Mr. Hearst and others of that ilk was dumb "as a shepp led to the slaughter"—nothing constructive to offer and no suggestions to make. As they had none to make then, the people will have no confidence in what they have to offer now.

There was a time the American people could be hood-winked into lending a listening ear to the voice of the destroyers of confidence in such men as Roosevelt, Johnson and Wallace, but that time is past. We are a reading thinking nation, will not be stampede and herded as a drove of cattle down the hillside of National destruction. As Moses did in the days of old, they are going to "stand still and watch the salvation of the Lord" with an undying faith and confidence in the policies of President Roosevelt, if it takes until March 1935.

FROM THE GOVERNOR OFFICE FARWELL: FARWELL STATE BANK

Prior payments made during receivership 10% \$7,990.12
Court order of October 21, 1933
for further 10% 7,990.12
20% \$15,980.24

HOLDREGE: PHELPS COUNTY BANK

Prior payments made during receivership 10% \$25,207.67
Court order of October 14, 1933
for further 10% 25,207.67
20% \$50,415.34

UPLAND: UPLAND BANKING COMPANY

Prior payments made during receivership 45% \$68,514.02
Court order of October 21, 1933
for further 10% 15,225.42
55% \$83,739.44

Dedicate The Restored Lincoln Village in Illinois

CHICAGO November 15—(CNS)—Headed by Governor Horner other State officials and thousands of students and loves of Lincoln the restored village of Old Salem Illinois where Abraham Lincoln at one time lived was dedicated on Thursday November 1 at New Salem State Park near Petersburg Menard County Illinois 187 miles from Chicago. It was at New Salem that Lincoln courted Ann Rutledge his first love. The ceremonies were in charge of Robert Kingery acting director of the State department of public works and buildings who had directed the restoration.

The preservation of scenes of Lincoln's young manhood is due to the fact that William Randolph Hearst has been a great admirer of the Emancipator. In 1908 Mr. Hearst purchased the 68 acres covering the old village which was well on its way to obliteration.

He presented the property to the State of Illinois and in 1919 the legislature passed a bill accepting the gift and turning it into a State park. Since then 13 of the original log cabins and buildings of Old Salem have been restored following research over several years. The interiors have been equipped with furniture and utensils some of which were originally in the village. The others are true to the period.

Awarded Fellowship to Pursue Post-Graduate Work in Dermatology

CHICAGO November 15—(CNS)—Dr. Horace C. Scott has just been awarded a Fellowship by an Eastern philanthropic board to enable him to pursue post-graduate work in Dermatology at the University of Chicago under Dr. Samuel W. Beckey.

Associate Professor of Dermatology Kuppenheiser Research Fund. Dr. Scott who recently was appointed a Junior Clinical Assistant in Dermatology at Provident Hospital is a graduate of Howard University receiving the B. S. degree in 1925 and the M. D. degree in 1930. He served a year's internship at Freedman's Hospital at Washington after the completion of which he began the practice of medicine and surgery in Chicago. Last week he was appointed a medical examiner for the Victory Mutual Life Insurance Company of Chicago being perhaps the youngest physician to have been appointed to such a responsible position by Victory Life.

Dr. Scott who is the son of Dr. Emmett J. Scott secretary of Howard University has been associated for the past two years with Dr. Fred C. Cade prominent Southside physician with offices at 83 E. 35th St. and resides with his brother-in-law and sister Attorney and Mrs. Aaron H. Payne at 3530 South Parkway.

VIRGINIA NEGROES CALLED TO SERVE ON JURY

NORFOLK Va. November 15—(CNS)—Two newspaper men were among four Negroes summoned for jury duty at the November term of the Federal district court which convened November 6. While the practice of calling Negroes for Federal jury duty is not new here in has fallen into disuse in recent years.

Of those summoned two were of the staff of the Journal and Guide—P. B. Young editor and G. J. Fleming one of his employees. Both were designated for grand jury duty. Mr. Fleming however is now in New York City editor of the recently established Daily Citizen.

ONE IN TEN JOBLESS SAYS NATIONAL URBAN LEAGUE

CHICAGO November 15—(CNS)—National Urban League reports that of the unemployed that tramp the city streets one in every ten is a Negro.