

THE OMAHA GUIDE

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EDITORIAL

A POTENTIALLY DANGEROUS CODE

There is mounting opposition, especially on the part of dairy farmers in the New York milk shed and elsewhere, to certain provisions in the proposed national trucking code which is now being considered and revised by government officials and the trucking industry.

The code is designed to outlaw unfair competition, and to do away with uneconomic trucking practices—purposes which deserve and receive full public support. But there is danger that, in accomplishing this, technicalities will arise which will make the letter of the code defeat its spirit. For example under the proposed code no farmer could haul a neighbor's milk, hay or other produce to market for compensation even once a year, without filing a schedule of rates securing a license or permit, securing and displaying insignia and complying with all the rules applicable to a regular commercial trucker. No farmer driving into town could bring back a few bags of feed for his neighbor, if he were paid for it, without doing precisely the same things.

In brief, the code would, to a large extent, prevent farmers from following the age-old practice of "swapping" work, and would compel every farmer to either do his own hauling or hire a commercial trucker every time he wanted a crate of eggs or a half-dozen cans of milk taken to town for shipment, or wanted a load of fertilizer brought back. According to one authority, the code would raise farmers' trucking costs 50 to 75 per cent at a time when agriculture is fighting for its very existence.

It is one thing to permit an industry to clean its own house—and another to lay down regulations which make common, time-honored practices illegal.

GETTING IT IN THE NECK

When the gasoline tax first became popular, shortly following the war, it had an excellent argument to recommend it: That the motorist should pay a fair share of the cost of building and maintaining the highways over which he drives.

That's still an excellent argument for a reasonable gas tax. But the motorist has been getting it in the neck to a constantly increasing degree. He's buying highways he never gets. He's maintaining others that don't exist.

In 1932, according to recently published figures, the tax revenue from gasoline and automobiles in one state was 271 per cent of all moneys spent for roads. In some states it was 150 per cent. For the nation as a whole, it was above 100 per cent. Yet other sources of revenue had to be drawn upon to keep up road building and maintenance. Why? Because only 70 per cent of the income from these special additional road taxes was actually used for roads—the rest going for other purposes.

The other purposes, needless to say, didn't fall within the province of motor-ing. They may have been necessary and desirable, but they should have been paid for out of general funds, contributed by all taxpayers. As it was, the motorist was and is suffering the most unjust kind of class taxation. He pays twice where others pay once—first through his general taxes, then through special automo-

bile taxes. He is, in common parlance, the guy who takes it.

There are signs that worm motorist is turning. He's learned that so long as he keeps quiet he's going to be in for more and more unjust discrimination. And he'd better turn fast if he is to keep the cost of running his car from becoming even more prohibitive than it is at present.

RECOVERY'S WORST ENEMY

"Taxation can become so oppressive that it defeats the very purpose for which it was levied," said Alfred E. Smith recently. "And what becomes of it? It is charged as a debt against the very people it was designed to help."

That is especially applicable in times of stress, when government—federal, state and local—is making laudible efforts to stimulate recovery. Bills are passed designed to raise the public's purchasing power—and then the danger appears that the cost of putting their provisions into action will in itself be a major detriment to purchasing and spending. Acts seeking to put men to work become part of the law—and it is possible, if they are based on faulty premises, for them to destroy jobs through taxation, instead of creating more.

There is a growing feeling on the part of business men, large and small, that the next essential step on the road toward normalcy should be definite reductions in the cost of government. The tax collector has closed thousands of commercial doors, foreclosed on a multitude of farms, deprived workers of their jobs and homes. He is the best friend hard times has. He's recovery's worst enemy. More efficient and economical government, all the way from Washington to the smallest county seat—that's the need of the hour.

THE IDEAL FOR TRANSPORTATION

In a recent address, Joseph B. Eastman, Federal Co-ordinator of Transportation, said: "The railroad industry is going through one of its periodic crises, a crisis which this time is heightened by the coincidence of economic depression and the new competitive conditions. The truck, the bus, the private automobile, the airplane, the pipe lines, the electric transmission line, the waterways—they are all here, they are here to stay, and they make a formidable array."

"The end to pursue is a transportation system which will make use of each of the various agencies for the purpose to which it is best adapted, and cut out duplication and waste. . . . In many instances these other transportation agencies—railroad service to the great advantage of all concerned."

At the moment, as the Railway Age points out, we are applying a "planned economy" to the railroads, involving elimination of unnecessary competition and reduction of facilities which duplicate each other, and at the same time we are permitting "planless economy" to continue in transportation in general, making it infinitely more difficult for the railroads to share in recovery. This encourages extremely wasteful transport practices which must eventually be paid for by the public.

Mr. Eastman's ideal is the thing to be sought—a balanced, equitably regulated system of transportation, which regulates each type of carrier to the place where it can be of greatest service to the shipping and traveling public. Any other course is economically and socially unjustifiable.

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Guide Platform

Local

and the Brotherhood of Man must prevail. These are Race prejudice must go. The Fatherhood of God the only principles which will stand the acid test of good citizenship in time of peace, war and death.

(1) We must have our pro-rata of employment in businesses to which we give our patronage, such as grocery stores, laundries, furniture stores, department stores and coal companies, in fact every concern which we support. We must give our citizens the chance to live respectably. We are tired of educating our children and permitting them to remain economic slaves and enter into lives of shame.

(2) Our pro-rata of employment for the patronage to our public corporations such as railroad companies, the street car company, the Nebraska Power Company, the Northwestern Bell Telephone Company and other establishments which we are forced to support by right of franchise. Also our pro-rata of employment in return for the taxes we pay in our city, county state and federal government.

(3) To encourage the establishment of a first class hospital that we may get the best that there is in medical science from our doctors whom we know to be nearest us, also to encourage a high respect of them and encourage more of our girls to take nurse training.

(4) A one hundred per cent department of our citizens in our public or private places of business, especially on street cars. If we are to be respected we must act respectfully, especially in public places where we are constantly before the public's eye.

(5) A one hundred per cent membership in the Omaha branch of the NAACP, should be had to encourage the efforts put forth by the founders of the organization and to assist the general office to establish a five million dollar endowment fund to maintain operating expenses and to further the principles of the NAACP. All people of all races must be educated up to a higher principle and a more thorough understanding of interracial relations.

(6) The re-establishment of the Christian Religion as Christ taught it, for the uplifting of mankind, eliminating financial and personal gain. A practical Christian Religion, week day as well as Sunday. An attitude toward our fellowman as a brother in order to establish a township that our country may in reality be a government of the people, for the people and by the people in whole and not in part.

principle which will guide the destiny of each other's children; our neighbor's children today are our children tomorrow.

(7) Courteous treatment in all places of business and the enforcement of the State Civil Right Law.

(8) To encourage and assist in the establishment of the following financial institutions near 24th and Lake Streets: A building and loan association, a state bank, administering aid and assistance to our widows and children.

(9) To encourage the erection of a one hundred thousand dollar Young Men's Christian Association Building near 24th and Lake Streets.

(10) To enlarge the Young Women's Christian Association that it may supply sufficient dormitory accommodations.

(11) To teach our citizens to live economically within their earning capacity by printing in each issue a budget system for various salaries.

(12) To make Omaha a better city in which to live by inaugurating a more cosmopolitan spirit among our American citizens.

(13) To put a stop to the Divorce Evil by passing a State law making the mistreatment of a wife or a husband by either of them, a criminal offense to be decided by a jury, first offense, jail sentence of a short duration; second offense, one of longer duration; third offense, from one to five years in the penitentiary. This, we believe will make men and women think before marrying.

(14) We must become owners of the city government by paying a seemingly higher salary to those whom we employ to administer its affairs, a salary that will stand, also, a first-class trust company for the purpose of tract men of high calibre.

The OMAHA GUIDE will put forth its best efforts to bring about the above 22 points with the assistance of those who believe it is for the best interest of good American citizenship.

National

of the world's population. They must be taught that color is due to climatic conditions. They must be taught that seven-tenths of the world's population is made up of darker races. They must be taught that the rays of sun that blaze upon the equator and turn the skin brown do not affect the power of the brain any more than the cold by a money mad few. If the Fatherhood of God and the Brotherhood of Man are not welded into the hearts of this world's family now, by teaching the principles laid down by our Saviour, it will be welded into the hearts of our children some day soon, on the bloodiest battlefields this world has ever known.

(8) Cut down congressional representation from mess of icy glaciers affect the brain of the white race; and that the darker races will not continue to be crushed.

(7) Prevent further wars by teaching the so-called themselves about white supremacy with only three-tenths the Southern States in proportion to the number of votes.

(1) Fight for a passage of the Dyer Anti-Lynch Bill and thus stop the shameful lynching of American citizens.

(2) One of our citizens in the president's cabinet.

(3) Federal control of the educational system that every child must have a high school education.

(4) Assist in the furtherance of research by our scientists and historians to prove that civilization was first founded in Africa.

(5) Establish a political influence which will bring about our pro-rata of higher appointments made by our chief executives.

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Modern rooms for rent, 2513 Charles Street.

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All Modern Room for man and wife. near car, line \$3.50 per week. Call Jackson 1628.

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FOR RENT—Steam heated furnished room. 2130 No. 29th St.

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