

EDITORIALS

THE OMAHA GUIDE

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Race prejudice must go. The Fatherhood of God and the Brotherhood of Man must prevail. These are the only principles which will stand the acid test of time.

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TAX FAVORITISM UNFAIR

"It has been observed that a square deal for the railroads means a square deal for the taxpayers too."

The water carriers provide an extremely apt case in point. Out of each dollar taken in by these carriers reporting to the Interstate Commerce Commission, about 2 cents goes for taxes. They do not build or keep in repair the channels on which they operate—those are built and maintained by the government out of general funds contributed by public treasuries in taxes.

The railroads, on the other hand, pay more than 9 cents out of each dollar they receive for taxes. On top of that, they must build and maintain their own roadways without benefit of tax subsidies. This takes 23½ cents out of that dollar of revenue.

It is clear that other common carriers than railroads are generally in much the same favored position as the water carriers, though to a lesser extent. A number of conclusive surveys, for instance, indicate that the total, are far from adequate to pay their share of the building and maintenance cost of the public highways used. Again, the taxpayer must make up the deficit—which runs to tremendous figures.

The evidence overwhelmingly indicates that of all the major carriers, only one, the railroads, pay their own way. The others are a burden to the already overburdened taxpayers of city, state and nation. This is one reason why the transportation problem is one of our most important domestic problems.

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MORE THAN LIP SERVICE

Nearly \$1,000,000 a day is paid for maintenance of government in this country. And upwards of 80 percent of that daily amount goes toward support of local and state governments. In 1939, taxes paid to the latter government units by the railroads totaled over \$264,000,000 of the \$343,000,000 tax bill paid to all branches of government. Out of each dollar of railroad net earnings, 40.41 cents was taken by taxes last year, the highest ratio for any year since 1920.

There is too little realization of the influences of private industry's tax payments in maintaining our traditional, decentralized form of democratic government.

The bulk of railroad taxes contribute, in concrete form, to the sovereignty of local government, something which this country needs today more than ever before. If states and municipalities lose such legitimate sources of income as the railroads, they will become paupers on the doorstep of a bureaucratic central government. State's rights must have more than lip service. They have to be supported by cold cash, from a source which seeks nothing in return except the right to exist.

Too many fail to realize that every basic industry operated by private citizens, is a great bulwark against forces which tend to circumscribe our liberties.

The railroads are good, paying citizens. They should be allowed the full rights of citizenship—equal opportunity (with other forms of transportation), a fair profit and a reasonable degree of operating freedom.

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"The friends of Russia who have shelter here, and who persistently seek to undermine the American system, while secure in the refuge of our liberal laws, should have that security jolted in some way. They are dupes or they are scoundrels and an almost imperative necessity suggests that hereafter they should be treated as such."—The Oregonian.

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BOOSTS PRICES BOOTS PRICES

Recent surveys indicate that the cost of living is on the way up. Advances have taken place in retail and wholesale prices of a majority of the necessities as well as luxuries.

Nothing as yet has happened to cause undue worry and excitement—the advances have been minor, there is no reason for anticipating sharp jumps. However, the fact that the trend is definitely if slowly, upward, is of immense importance to those millions of American families to whom making both ends meet is an ever-recurring problem.

That the bulk of the increases which have so far occurred are natural reasonable and unavoidable seems certain. The problem now is how to prevent unreasonable and unnecessary further advances—and, if possible, to help offset the advances which have already taken place. One of the first steps must be to again encourage free competition in the distribution of goods to the thousands of villages, towns and cities of America. That free competition has been discouraged during recent years is evident to anyone with even a rudimentary knowledge of the legislative trend. Especially is this true of the distributive

process. We have had laws to discourage one kind of merchant on the theory that another, less efficient merchant would be benefited—we have had laws permitting manufacturers to fix retail prices of their products—we have had loss-leader laws making it impossible for merchants to sell various articles at low prices to promote business.

American merchandising, large and small, chain and independent, is doing its best to meet the problem of high prices during the present world crisis. Organized retailers have pledged themselves to do everything in their power to hold prices at the lowest possible levels. But these efforts, sincere as they are, can achieve little if our "anti-efficiency" tendency in legislation and regulation is permitted to continue.

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THE MONEY COMES LATER

It has been observed that "life insurance offers a man the only way whereby he can make his will before he makes his money."

There's nothing more tragic in the world than the spectacle of a man who once had a good job and a sizable bank account reaching a penniless, dependent old age. And it is a pathetically common spectacle. The great majority of people after reaching 65, must exist on the bounty of friends, relatives or charity. It's an unpleasant thought—but it will be more unpleasant in the future if we dodge the issue today.

Life insurance's prime purpose is to provide you with a definite income in your declining years, and to guarantee an estate in the event of your death. Then, when you make your will, you know there'll be something to leave.

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GOOD BUSINESS

Any business man, or anyone else for that matter who regards fire prevention as an annoyance and an expense, is making a tragic mistake. Fire prevention in industry that may pay unbelievable dividends.

No business can insure against all the ravages of fire. It's true enough

that you can obtain a policy covering the physical value of your property, and that no sane business man would do without one. There are also certain special forms of coverage that offer you valuable protection against many other risks. Insurance has been made as inclusive and as effective as the human mind can devise. But no company can insure you against permanent loss of business to competitors if your factory is out of commission for a few months. It can't compensate for the many direct and indirect losses suffered by your community when fire strikes. And it can't help cause the place where he used to work the workman who loses his job be a pile of ash and debris.

Fire prevention should be a continuous, planned activity in the small business as well as the large. An employe or group of employes should be given definite duties in such matters as periodic plant inspections and elimination of hazards. If you aren't sure of what to do, your local fire department will tell you. And the National Board of Fire Underwriters, 85 John Street, New York City, will send you pertinent and inclusive fire prevention information free for the asking.

Beating fire to the punch is simply good business. And it may save your business.

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MEN OF SCIENCE

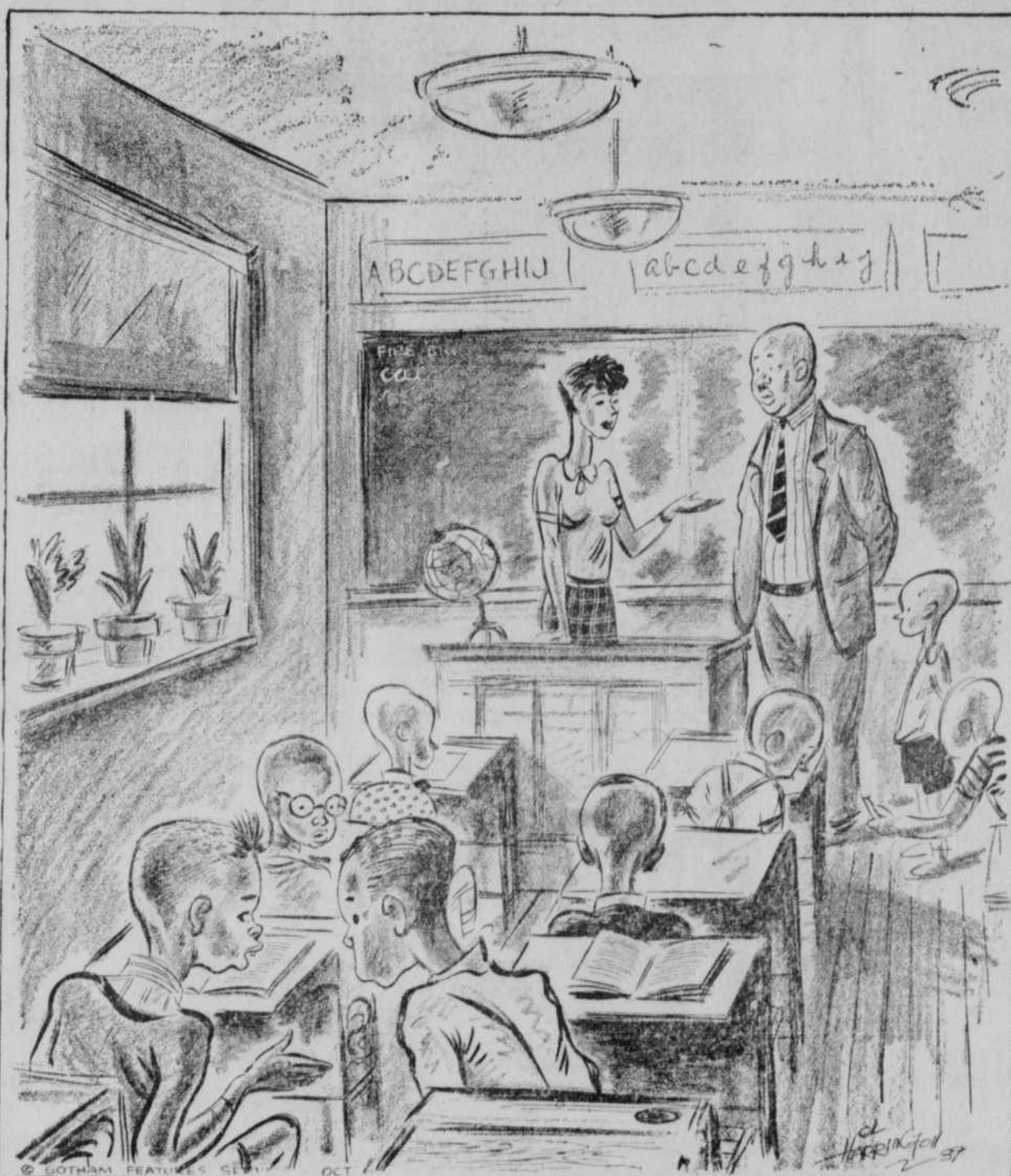
We're all familiar with men of science, working patiently in shiny laboratories in the never-ending war against disease, plague, and famine. The achievements of these men have been celebrated—in the drama, in fiction, and in history.

We're not so familiar with the work of another kind of "scientist"—a worker who battles other enemies of mankind. That worker is the business man. And his fight is against unemployment, depression and a long list of economic ills that plague a people.

The banker makes an excellent case in point. We don't often think of him in the role of scientist or research specialist. But, if he is a good banker, he must be as keen and analytical in his field as the biochemist is in his. His laboratory is his community. His patients are those individuals and industries which depend on banking to provide the financial corpuscles which keep the economic blood stream flowing healthily. Like doctor or laboratory technician, he too works for a fuller, happier life for his town, his state and his country. He must have the gift of foresight—the power of calm and cool reasoning. His is a vast and inescapable responsibility—to the area he serves and to the thousands of people who own the money which is entrusted to his care.

The banker or any other business man may fail to achieve his ambitions. So may some individual scientist fail. But in the final summing up, individual failures are submerged in the tide of progress. Slowly and tortuously, through trial and error, the war against disease wins on many fronts. And, in spite of occasional setbacks, so does the war against unemployment and human want and despair. We would do well to think less of depression these days and more of the immense advancement that has been made in bettering the life of the average person. And never forget that this progress, like most signal scientific progress, was made under a system of free enterprise which permits free men and free women to work out their destinies to the limit of their capabilities.

DARK LAUGHTER Ol' Harrington



"Pluto's got a racket. He acts bad so's' his Uncle Bootsie has to come to school to see our pretty teacher, then Bootsie gives Pluto a nickel after school."