

THE OMAHA BEE DAILY (MORNING) — EVENING — SUNDAY

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The Bee's Platform

- 1. New Union Passenger Station. 2. Continued improvement of the Nebraska Highways, including the pavement of Main Thoroughfares leading into Omaha with a Brick Surface. 3. A short, low-rate Waterway from the Corn Belt to the Atlantic Ocean. 4. Home Rule Charter for Omaha, with City Manager form of Government.

Why Not Cut the Rates?

The financial report of the metropolitan utilities district for the year 1920, just audited and published as required by law, is refreshingly novel if nothing else. While private public utilities are asking higher rates because of deficits shown on their books, the publicly-owned water and ice plants are pictured as yielding a profit, a profit so handsome in fact that, were they privately-owned, there would be a loud clamor for a reduction in rates.

The water department's statement records a surplus of \$96,257, this after all operating expenses are paid, interest on bonds is met, allowance is made for depreciation and provision is made for paying off the cost of the plant when the bonds mature. This is approximately 10 per cent of the gross income from sales of water. There could be a cut of 10 per cent in all water rates without a chance of having to write figures in red ink. Should the reduction be limited to the "ordinary users," as previous decreases have been, there could be at least a 15 per cent cut without endangering this year's balance.

The showing in the ice department is even more striking. Here is shown a surplus of \$51,000 for the year's operation, on a total business of only \$168,000. This represents a profit of 30 per cent. Even with thirty-cent ice, nine cents of every thirty cents paid by the user is clear profit—a margin which would readily enable a cut in the price or would quite a way toward paying the cost of delivery to the backdoor, a service not now undertaken.

Clearly, if there be reason for reducing gas rates in the face of a technical deficit of \$46,000, as has recently been done, there is ample room for a reduction of water and ice rates. Clearly, too, here are lessons in efficient management well worth study by other public utilities.

Regulating the Packers.

Without opposition from the great provision companies affected, the meat packer control bill has passed through the house of representatives. A similar measure, sponsored by Senator Norris, is expected to go through the senate within a week or so. For years there has been growing demand for strict supervision of the packing business. Both producers and consumers have complained, there has been a series of anti-trust proceedings against the five largest packing companies, and charge has been piled on charge and decision on decision.

In all this time no great relief has been found either by the live stock raiser or the meat eater. Some skepticism over this latest piece of legislation, which unlike all other moves of the government, has been unopposed by the companies concerned, is inevitable.

It is to be hoped that whatever law emanates from congress will deal justly both with the people and with what is often considered a monopoly. This may be true of the bill, but if the packers have been guilty of unfair practices in the past, it is too much to believe that they would quietly accept any proposed cutting into their profits or eliminating their privileges. Perhaps the explanation is that this piece of legislation is regarded as the lightest that can be obtained and that unless it is written into law something more stringent might be expected.

It will be remembered how the railroads and other public utilities fought the establishment of the Interstate Commerce commission and the various state public service boards. These were originally designed to protect the people from the utility corporations, but now have become to a large extent the bulwark and protection of the railroads and other utilities against the pressure of the public.

Today we see the Interstate Commerce commission inclined toward maintaining high transportation rates rather than toward lowering these charges. State laws providing for lower fares have been superseded by federal order. On every hand is the spectacle apparent of public utilities seeking to get out from the control of city commissions and popular opinion and under the wing of state boards.

The possibility looms that this new packer legislation will afford a convenient cyclone cellar for the provision companies. One would be unsophisticated indeed to expect lower prices for meat or higher prices for stock as a result of this measure.

Inland Waterway Improvement.

The session last month of the Waterways division of the Mississippi Valley Association was notable only for the fact that it reiterated the neglect of the government to improve the rivers and make serviceable to commerce the natural advantages of the region. Vice President Smith of the association thundered denunciation at the railroads for extorting tribute from the producers and denying them access to the cheaper transportation so easily available. Resolutions, embodying a declaration of principles were adopted, and expressions of determination to carry on an energetic campaign were included in the record.

All this is very well as far as it goes, but it will help only when translated into action. It is many years since "Jerry Murphy's ditch," now politely referred to as the Hennepin canal, was projected, and it is little more than a dream yet. The Illinois canal is serviceable for very light draft vessels or barges, but the great possibilities remain untouched. The association has

a comprehensive, definite plan to work out, although we do not understand why Omaha was omitted from the Missouri river project. An inclusive scheme for utilizing the waterways of the west ought to go far upstream above Omaha. Pioneers did it, and it seems absurd that with all the improvements and advantages that it cannot be done nowadays.

Army engineers have reported against the feasibility of using the river farther up than Kansas City. Others are of the opinion that the true solution is simple and comparatively inexpensive. If the Mississippi Valley Association is going to get anywhere, it should make its propaganda a little more specific, and its efforts more direct. Western congressmen who voted against the rivers and harbors bill did so because they have little faith in many of the projects included. This lack of faith may only be overcome by showing something to pin faith to.

"Choke Off the Spenders."

The dolorous cries of the democratic organ grinders fill the air, lamentations loud and dissonant following the failure of the Harding administration. We are amazed at this. Rather, we had thought, the opposition would take some comfort in the miserable fiasco. Just think, it was three months on Saturday since Warren G. Harding was inaugurated and took over the government, and he has not yet undone all the middle that Woodrow Wilson made in eight years. That is unforgetable.

Just now the chorus is attuned to the naval appropriation bill. It would be the same with any, but the senate's action in setting apart money to complete the program recommended by Mr. Wilson and his secretary of the navy, Joseph Daniels, is the nearest thing at hand, and so it is used. None of the vociferous and persistent critics appears to have reflected that the senators of the United States are patriotic men, animated by a high sense of public duty; that they are, or at least ought to be, in a position to judge what is good and necessary for the public weal, and when they are acting in harmony with not only a republican but a democratic policy, their motives are not altogether evil.

Let us recall that two years ago an extra session of congress was assembled very reluctantly by Mr. Wilson, he assenting only because the last democratic congress had expired without making appropriations for the running of the government. With less than six weeks' time to consider the big bills, the republicans cut more than a billion dollars out of the measures that had passed a democratic house and got jammed in a democratic senate. Also, that same congress reduced the estimates sent to it by the democratic heads of the several departments of the government, and in one year "choked off the spenders" who had raided the Treasury under Wilson, and saved the people more than \$2,000,000,000.

It is very well for Senator Hitchcock and his paper to clamor now for economy, but it is not on record that he made any such fuss when billions were being wasted in connection with the war. Perhaps this ought to be modified. Senator Hitchcock was one of the group, with Chamberlain of Oregon, who in 1918 tried to take control of the war out of the hands of President Wilson and vest it in the senate.

Another little pointer: In May, 1913, the government under Woodrow Wilson was running behind at the rate of \$1,000,000 a day; in May, 1921, under Warren G. Harding, the public debt was reduced by \$42,000,000. The spenders are being choked off, leaks are being plugged, and all efforts are being made to get the business of the government back onto a safe basis. Everything cannot be done at once. But the democrats still rely on being able to deceive enough voters to make a showing.

Confusing the Armament Question.

There is ground for suspecting insincerity in the movement of certain members of congress to substitute another arrangement for the disarmament proposal passed by the senate. Instead of the authorization of the president calling a conference between America, Great Britain and Japan to discuss scaling down naval plans, the house of representatives is discussing a scheme for inviting all nations, big and little, into a parley which would take up not only naval questions, but that of armies as well.

This is placing the movement for lifting the burden of warlike preparations on an impossible basis. The world is not ready to listen to suggestions for disbanding its military forces and beating every sword into a plowshare. To speak frankly, some of the men in power in countries abroad are forced to maintain heavy armed forces on land to hold the people from revolution. No such purpose can be served by sea forces, and this alone would make the navies the natural starting point for pacific readjustment.

Since the capitulation of Germany, only three great navies exist. Even powers such as France and Italy count for little on the ocean. As is perfectly evident, a three-cornered race between America, Great Britain and Japan for naval supremacy is on the point of starting. If the United States should outstrip one of its rivals, history gives evidence that they would combine against us and begin the contest on a new basis. Ambition of this sort is not only ruinous to the taxpayers, but it breeds animosities that have hitherto had only one outcome, that of war.

President Harding, having given his approval of the senate amendment for a tripartite conference, public sentiment will not back the patent subterfuge of the lower house of congress with its certain confusion and disagreement. Even the most enthusiastic advocates of disarmament realize that the reduction of national forces must begin gradually, work out from the center, and prove its advantages by power of example. This example can most easily and fittingly be given by the three leading naval powers, and to endeavor to thwart such a beginning is to invite the wrath of the people who must foot the bills.

The best piece of summer resort literature of the season is that concerning the river in Minnesota where the fish jump out of the water in such numbers that the natives have to shovel them back.

If England wants a real alliance with Japan, why not marry off the son of the mikado to the daughter of one of the first families of the United Kingdom?

An applicant for divorce claims the limousine, the diamonds and alimony. She is willing to leave her husband his job.

What the Railroads Ask Julius Kruttschnitt Writes in Elaboration of His Statements

From the New York Times.

It is of the greatest importance that the public should clearly understand all matters affecting the status of the railroads now under discussion before the senate committee on interstate commerce. Will you therefore permit me to clarify the suggestion made that ships, waterways and highways, built and maintained at public expense, be made to carry themselves by the imposition on those who use them for common carrier purposes of tolls sufficient, when added to the moderate sums collected from those who do not so use them, to pay interest and cost of upkeep? The railroads, built with money owned by individuals, have been dedicated to the public use under an implied obligation, frequently defined by the courts, that they are entitled to a fair return thereon. Years ago abuses in the management of railroads led to the creation of government agencies to redress injuries to the individual without compelling him to appeal to the courts, which have worked well; but under their operation the rights of the minority have been ignored and for many years they have been deprived of a fair return on their property used in public service.

The railroads have made large capital expenditures to increase income, but the savings have been absorbed in increased cost of labor and material, so that the expenditure of the enormous sum of \$8,858,000,000 on their properties in 19 years ending with 1919 has raised their income only \$2,000,000, from \$507,000,000 in 1901 to \$509,000,000 in 1919, a return of 4.69 per cent on book cost in the former and 2.64 per cent in the latter year. With cost of labor and commodities constantly rising, the railroads alone of all industries have been restrained by law from meeting rising costs with higher charges for their services.

Senator Cummings estimates that 26 months of government operation will have cost the public \$1,800,000,000, or \$70,000,000 per month, before all bills will have been paid, because the full wasteful and withering effect of government control has not yet been ascertained. The plight of the railroads at the end of government control was such as to demand the attention of congress, which enacted the transportation act, 1920, in which it recognized the rights of the owners and in which it provided an agency through which they might be accorded them without compelling them to litigate. In other words, the Interstate Commerce commission—the same body created to give quick relief to the public from railroad oppression—was directed by statute to give quick relief to the carriers from public oppression. The act also directed the interstate commerce commission, in making its determination of rates, give due consideration to the transportation needs of the country and to the necessity of providing the people of the United States with adequate transportation. Under these clearly admitted and defined obligations, but little over a year old, diversions of traffic from the railroads, to matter how small, become a matter of public concern, as they increase the burdens on some communities to the extent that they are lifted from others. Moreover, as the government in the interest of the public is supposed to foster, guard and co-ordinate all transportation agencies, it seems absurd to encourage some of those which it controls to injure others for whose financial success it has assumed responsibility.

Suppose that the enforcement of the long and short haul clause prevents the railroads from participating in coast traffic representing 5 per cent of their revenues; that subsidized government-owned ships deprive them of 10 per cent more, and that highways deprive them of another 10 per cent. The statutory return on the value of property devoted to public use, which remains unchanged, must be produced by 75 per cent less traffic, so that those who perforce use the railroads have to pay 33 per cent more in the aggregate. Will the people in the interior, remote from seaports and state highways, whose sole transportation is furnished by the railroads, tolerate such great increases of rates, or will they demand that those making unlimited profits from the common carrier use of transportation agencies be made to pay reasonable tolls and thereby to some extent lighten their burdens?

In suggesting to the senate committee how the spread between expenses and earnings might be widened the carriers made no request, nor even a suggestion, for a subsidy, as it has been somewhat freely intimated, but did protest against the government's granting subsidies to their competitors. The suggestion was made in behalf of those who use the railroads, quite as much as in the interest of the railroads themselves, and we believe that those who do not outnumber many times those who do not use them.

The impression seems to obtain in some quarters that, in my recent testimony before the senate committee, I was objecting to or complaining of the Panama canal and public highways. Nothing was further from my purpose. I merely called attention to the fact that the Panama canal and the public highways to which I referred were built and maintained at government expense, and that common carriers for their own profit are permitted to use the canal and these highways without cost and without regulation, and do this in competition with the railroads, which are taxed and whose charges and expenses are all regulated by the government. I called attention to the fact that, insofar as this competition is successful, it would reduce the earnings of the railroads and thus, as I have shown above, increase the amount which shippers by the railroads would have to pay. I regard this as both unjust and unjust competition. Manifestly, as common carriers for their own profit are permitted to use these government highways, justice requires that they should contribute to their support and maintenance as competitors and opening special favors.

From the date of its opening seven years ago transcontinental railroads have met Panama canal competition, and if they cannot continue to do so on fair and equal terms they must acknowledge defeat without whining or complaining; obviously, however, they cannot compete with common carriers on the Panama canal and public highways, which enjoy the backing of the United States treasury and 48 state treasuries.

J. KRUTTSCHNITT. New York, May 26, 1921.

Why Coal Doesn't Sell. They may all talk until they are black in the face about the necessity of buying coal at this time, but in the absence of inducement to buy the average consumer of coal will not be in any hurry to lay in his winter's supply.

He may be very unwise not to do so. He may be running the risk of contributing to a winter famine. He may be contributing to conditions that will make coal cost more than it does even now. But so long as coal for household purposes costs him about twice as much as it used to cost, and there is so much mystery as to where part of the increased cost disappears, he is inclined to take a gamble on what the future will bring.

If the coal men want to see the coal market more active they must provide the inducement. The problem is quite their own.—Buffalo Express.

The Latest Theory. Former President Schurman of Cornell university must pass a special scrutiny as to his opinions regarding the Japanese by the Pacific coast and Rocky mountain senators before he can get confirmation in the senate as minister to China. A new heresy is in sight—disagreement with California on the subject of the Oriental.—Springfield Republican.

Blood to the Bridle! One of the most bloodthirsty pacifists in this country is Miss M. Carey Thomas, president of Bryn Mawr college. She says the women must demand immediate national disarmament, with the alternative of a revolution.—St. Paul Pioneer Press.

How to Keep Well

By DR. W. A. EVANS. Questions concerning hygiene, sanitation and prevention of disease, submitted to Dr. Evans by readers of The Bee, will be answered personally, subject to proper limitation, where a stamped addressed envelope is enclosed. Dr. Evans will not prescribe or prescribe for individual diseases. Address letters in care of The Bee.

"FAITH" AND "WORKS." "Trust in the Lord and keep your powder dry." The first half of this rule of conduct contradicts the second half. If you trust in the Lord, why keep your powder dry? When the spiritual systems of healing are born they stick to the first half and throw the second to the dogs. Before many years they pick up the second half and incorporate it among their rules of action.

When the term spiritual is made broad enough to include the mind cures we find a list as long as the moral law—whatever that is. All of the mind cures are open to the same criticism. They start off with: Have faith in the cure, based on the supremacy of mind over matter. And they end with: Keep your powder dry, or look well to your health habits.

I have no quarrel with the method, not even with its contradictions. I have seen most dramatic mind cures or religious cures, whichever you want to call them. I have seen remarkable cures by suggestion. But for the long run they all get that way. I know that what counts is health habits.

If the two parts of the double barrel philosophy are contradictory I cannot help it. It is enough that for the long run they all get that way. Therefore, when I took up Dr. George F. Butler's book entitled "How the Mind Cures" I was not disappointed when I found that it was double-barreled.

The best proof that the mind cures is the fact that it cures. Cases that are cured by the mind are within the observation of nearly everyone. I do not know that I accept all of Dr. Butler's very able analysis of consciousness into the supraconscious, the conscious, and the subconscious mind. It seems to me that I have read arguments on the same subject in which his order was turned upside down and what he called the supraconscious was called the subconscious mind. Be the explanation whatever it may, the fact remains that Dr. Butler shows that the mind cures and that it always has, sometimes under one flag, sometimes under another.

As one reads his chapter on the history of psychotherapy one is reminded that a thing may be very right though the explanation of it may be very wrong. One certain point is that Dr. Butler teaches that one must have a philosophy of life. With that there can be no quarrel. One can have a great many very miserable and harmful mental habits and escape a good part of the penalty if he can develop a philosophy of life. This permits him to shed troubles as a duck sheds water.

Dr. Butler's other barrel deals with health habits such as posture, the shaping of a chair, how to hold the shoulders back, the advantage of proper breathing, the therapeutic value of walking, how to avoid over-eating. Let us quote his philosophy for sleeping—a cure for most cases of insomnia: "On going to bed at night, after taking your breathing exercises you should understand that, first of all, though sleep is your object in going to bed, it is not so essential that you must attempt to force it on your senses, for such a notion is the very thing that will prevent your sleeping, if anything will."

Heritage of the Poppy. G. M. M. writes: "I would the mother's using opium cause her children to become affected by it if she used the drug before they were born?" "2. Would the child become addicted to the use of opiates are addicts at the time of birth. They suffer because of unrecognized opium hunger during the few days preceding the time when the flow of milk comes."

1. The babies born to mothers addicted to the use of opiates are addicts at the time of birth. They suffer because of unrecognized opium hunger during the few days preceding the time when the flow of milk comes. 2. When a nursing woman takes morphine the drug appears in her milk. A baby drinking the milk is liable to develop the habit.

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Church's Social Duty

From the New York Tribune.

Bishop Manning, by his militant loyalty during the war, deeply offended elements of New York life and, first on one excuse and then on another, these have employed their fingers, clawing in his direction. These scatchers, having failed to reach their objective by former efforts, now seem to wish to try to present him as a narrow reactionary, out of sympathy with social progress and ready to padlock the lips of so-called liberal clergymen.

Yet in his first address Bishop Manning declared that the church "must play her part" in helping to solve the social problems of the hour—in the very nature of things must feel keenly upon these questions and must be in deep sympathy with those whose lot is the hardest . . . from the present imperfections of our social order." To this he appropriately added a warning that it is not the function of the church "to prescribe the economic views men must hold nor the economic systems they shall adopt."

In this country, for good and sufficient reasons, state and church are separated. Thus it is an offense for a clergyman to attempt to become a political leader. The inhibition sometimes is inconvenient, but it has been deemed wise to do the door against the possibility of priestcraft. The wise occupant of a pulpit will be satisfied to confine himself to his appointed work—to preaching a right spirit and an enlarged conscience, leaving to others the business of leading particular partisan causes. A preacher who dogmatically preaches socialism, for example, does not differ in quality from one who dogmatically preaches its contrary. Both are seeking to use their place in ways hostile to sound-Americanism.

Bishop Manning is on firm ground. He would not have the church in politics. Its duty is to help develop the sense of human brotherhood and inter-responsibility and remit specific application to men and women in their capacity as citizens.

Political Primary Losing Caste. The supreme court says that under the constitution there is no jurisdiction over a state primary on the part of congress. The primary is just something that runs wild and has neither a home nor a destination. Some day it won't have any friends.—Los Angeles Times.

Populism.

From the Washington Post.

A revival of populism is predicted. What bore that name swept the west and made a strong impression in the south 30 years ago. The farming interests then were greatly depressed. Drought, grasshoppers, and middlemen were charged with the trouble, but the remedy proposed and adopted by the farmers was a new political party.

This was organized, and both of the old parties contributed to the membership. In the west the republican party was most affected; in the south, the democratic party. The most brilliant man in congress from the west—John J. Ingalls—was a victim of the movement. James B. Weaver of Iowa, a man of force, and at one time of influence in national affairs, went over to the new order, and lost his hold. Thomas E. Watson of Georgia, then a young man and a democratic member of the house, turned to populism, and lost out. He has just returned to congressional life, but as a democrat. Mr. Bryan in his first race for the presidency was accused of being more populist than democrat.

But, though a power in spots for a time, populism never came to national control, nor the men it brought to the front to influence Senator Pepper of Kansas, Senator Allen of Nebraska, Senator Kyle of South Dakota and Representative Jerry Simpson, did not long retain office, and the party disintegrated.

The farming interests are again greatly depressed, but only as all other interests are. Would populism remedy the present trouble any more than it did the earlier trouble?

We Suggest a Padded Cell. We have no interest in the partition of Poland, but it might help some to have it enclosed.—Boston Transcript.

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