

## Indiana Daily Times

INDIANAPOLIS, INDIANA.

Daily Except Sunday, 25-29 South Meridian Street.  
Telephones—Main 3500, New 28-351.

MEMBER OF AUDIT BUREAU OF CIRCULATIONS.

Advertising Offices | Chicago, Detroit, St. Louis, G. Logan Payne Co.  
New York, Boston, Payne, Burns & Smith, Inc.

WHO KNOWS but what the News will verify our estimate of Judge Collins, yet?

"ARRESTS due in booze scandal," says a headline. Don't worry, it aspiles to Cleveland.

LAST FRIDAY was a normal day in Indianapolis. "Shiner" Middaugh and Willie Carey were both arrested.

IN ASSERTING that if his policies are not right it is up to the highway commission to remove him, Mr. Wright is right and right now is the right time for Wright to be removed.

NOTHING would be so foolish as to believe that the state highway department gang innocently provided themselves with \$10,000,000 more for inferior cement highways and office maintenance.

## Humbugging Indianapolis

Increased street car fare in Indianapolis is either a public necessity or a damnable outrage.

It ought not to be difficult for the people of Indiana to find out which.

They have public officials whose duty it is to know whether increased revenue is necessary to proper service and these officials are charged with executing their judgment on that subject.

Judgment and execution should be obtainable without misrepresentation or chicanery.

Inconveniencing the public by reducing the present inadequate street car service is wholly unnecessary and little short of criminal.

It certainly is a violation of good faith and contractual relations between the people and the street car company.

It is true, which we very much doubt, that the street car company must reduce its service because of lack of revenue to maintain it, then it is a fact that the city and state officials who are in control of the rate of fare in this city are pursuing an exceedingly cowardly course in failing to give the company the right to increased fares.

It is not true that the company must have increased fares in order to maintain its present service then the city and state officials are pursuing an equally cowardly course in failing to take immediate steps to force the company to provide the service needed.

A policy of doing nothing while the street car company permits equipment to stand idle and the public to experience grave inconvenience is the policy of moral cowards.

It is the policy that the Jewett administration has pursued ever since it has been in power in Indianapolis.

It is the policy that is being pursued today while the street car company is either drifting on the rocks of financial ruin or playing an exceedingly smooth game for the purpose of obtaining a sliding scale of fares in the city that will re-establish its wrecked credit and increase the value of the securities it has outstanding.

It is very apparent that the city and state officials have, either by collusion or by sufferance, agreed to allow the street car company to reduce its service until the lack of service will be felt by every patron.

It is, apparently, that this is permitted on the eve of an adjustment of fares which every one concedes can only be adjusted by arranging an increased revenue for the street car company.

The question is why these officials have not the courage to proceed with an adjustment of street car fares without first causing or permitting an unnecessary wrecking of what inadequate street car service we now have.

If its plea is just they should not hesitate to grant the street car company more money.

The humbugging of the people of Indianapolis previously to granting such an appeal creates a broad suspicion that the plea of the street car company for increased revenue is based on false premises.

## Our 'Censorship'

In a desperate effort to "cover up" at least fifteen irregularities in the conduct of the office of the county auditor, Leo K. Fesler has adopted a new system of handling state board of accounts reports on the condition of Marion county offices.

The new method appears to have the sanction of the state board of accounts, as it is constituted by Gov. James P. Goodrich, and the partial accomplishment of the purpose that prompted its origination is indicative of the close alliance that exists between the state administration and the administration of Marion county.

Under this new system of allowing the public to learn as little about its government as possible the state board of accounts sends what it terms a "preliminary" report on the Marion county auditor's office to Mr. Fesler.

Mr. Fesler immediately hurries the "preliminary" report to the office of The Indianapolis News, where it is subjected to perusal before it is made public and a news story of it is written and subjected to the censor-ship of Dick Smith before it is given to the public.

This method has certain advantages that no other heretofore in use has carried with it.

If the "preliminary" report is not to the liking of Mr. Fesler and Dick Smith the two may, by agreement, suppress it altogether.

If it contains such matter as might react to the credit of favored county officials that part of it may be given to the public as constituting the report.

The irregularities therein recorded are of a nature that they will eventually become known anyhow, the versatile apologists of The News may be turned loose in the preparation of an "explanation" on behalf of the official who is "in bad," and the public may be induced to believe that the report refers only to a "technical error," when in fact it may refer to such a flagrant violation of the law as the action of Mr. Fesler in lending himself money from the school funds which the News to date has never had the temerity to mention in its laudations of the "good government" auditor.

At any rate it is nice to have the state board of accounts examinations subjected to the censor-ship of an institution that demonstrated its ability to "cover up" so well in the matter of its ownership.

The only question involved in the whole transaction appears to be whether the accountants, whose expenses are being paid by the taxpayers of Marion county, are in reality working for the county or are merely an adjunct of the political organization of the News.

## Wyckoff, the Versatile

The assurances of Stanley Wyckoff, favored market stand owner of the Jewett administration, that there will be no decrease in the price of sugar soon may or may not be issued for the purpose of keeping the market active and helping the speculators unload their stocks at high prices.

But Mr. Wyckoff's prediction certainly is in full accord with the mass of infamous falsehoods that are being circulated by republican campaign speakers who are seeking to blame the Wilson administration for the high cost of sugar.

As fair price commissioner of Marion county Mr. Wyckoff has not often failed to use his position to justify whatever price retailers wished to place on their commodities. He has been quick to agree to interlocking arrangements between competitive concerns for the purpose of reducing expenses and has even undertaken to justify such sanction on the grounds that without the abandonment of competition the dealers would be entitled to even greater increases than he finally designated as fair.

Mr. Wyckoff's relations with the local ice trust, one of whose participants occupies an official position in the Jewett administration, are becoming more interesting than ever since the price of ice was quietly and efficiently increased to 65 cents a hundred in this community where it has been demonstrated time and again that ice can be sold at 40 cents a hundred with a reasonable margin of profit.

The public will be greatly interested in knowing whether Mr. Wyckoff's trip to Cuba is solely in the interest of the department of justice or whether he will carry with him buying orders from local sugar brokers as he is reported to have done on at least one of his numerous trips east on "government sugar business" when the artificially created shortage in Indiana was at its height.

## QUESTIONS AND ANSWERS

Where does a flower get its fragrance? What was the largest fish ever caught? This department of The Indiana will tell you. If you have a question to ask send it with a 2-cent stamp to The Indiana Daily Times Information Bureau, Fredric J. Haskin, Director, Washington, D. C. The answer will be sent direct to you.

## LARGEST FISH.

Q. What was the largest fish ever caught? A. According to scientists of the Smithsonian Institution the record fish was captured at Miami, Fla., after a fight lasting thirty-nine hours. Five harpoons and 150 bullets were required to subdue the monster. It was a whale shark and weighed 30,000 pounds, its liver alone weighing 1,700 pounds.

## SUBSTITUTE FOR GASOLINE.

Q. Can liquified hydrogen be used as a substitute for gasoline in running automobiles? A. F. H.

A. The bureau of standards has recently completed a machine for making liquid hydrogen, and an Italian scientist is said to claim that this material can be used as a motor fuel. However, commercial developments in this direction are far in the future.

## FRAGRANCE OF FLOWERS.

Q. Where does a flower get its smell? B. N. K.

A. The fragrance of flowers is due to special essences or oils which the plant produces. These oils are complicated compounds of only two elements, carbon and hydrogen, and are known as volatile oils, since they escape readily into the air.

## PROHIBITION.

Q. When did prohibition come into effect? H. P.

A. Constitutional prohibition came into effect in the United States Jan. 16, 1919.

## COST OF MAKING PENNIES.

Q. How much does it cost the United States to coin pennies, nickels, dimes and quarters? A. C. R.

A. It costs the United States about 20 cents per 100 to coin pennies; nickels, about 2½ cents each; dimes and quarters, about 80 cents per dollar value of the coins. Silver is not coined free now as it used to be.

## UMPIRES IN WORLD SERIES.

Q. Who were the umpires in the 1919 world series? R. C.

A. Rigley and Quigley of the National League and Evans and Nallin of the American League.

## PLAN TO BOMBARD NEW YORK.

Q. I have heard it reported that there was a giant airship built by the Germans during the war to bomb New York. Is this true? M. T.

A. The L-72, designed and constructed at the Zeppelin works at Lewenthal, was made for the sole purpose of bombing New York City, according to a report by Col. William Hensley of the balloon and airship division of the air service. This airship is 779 feet long,

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