

# Indiana Daily Times

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## MEMBERS OF AUDIT BUREAU OF CIRCULATIONS.

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ANYHOW, that earth tremor was not a landslide to the News-Jewett candidate for mayor!

WILL HAYS seems to have taken all his old-time bunk from Republican headquarters to the Postoffice Department.

THE STATE BOARD of accounts must be wrong about Mike Jefferson. Leo K. Fesler says it is all right for Mike to pay his deputies as he does and Leo never was wrong.

THAT LOGANSPORT JUDGE who is under Federal indictment has filed his declaration of candidacy for judge again. He evidently is a firm believer in innocence until proven guilty.

THE TROUBLE to which the News is going to defend Jesse Eschbach recalls its unsuccessful fight to prevent his appointment to replace Gil Hendren as head of the State board of accounts.

JENNINGS COUNTY is making an effort to turn over a tract of land for a State park. That county is one of Indiana's beauty spots and the posterity would be richer were some of its hills used for a State park.

THE PRINCIPAL QUESTION raised in the petition of Denny Bush for a parole seems to be whether or not 180 days on the Penal Farm is too severe a sentence for a man who merely looted the city treasury, directed assault and battery and seeks to buy a home with the proceeds of an illegal gambling business.

## Street Car Fares

As necessary and as desirable as it is to extend to the Indianapolis Street Railway Company the relief from its financial predicament to which it is entitled by every rule of justice, there should, and doubtless will be, strong opposition to its petition for a 6-cent fare and a 2-cent transfer charge.

This schedule of rates cannot possibly prove the remedy for the existing illness of the company's finance and in the long run it will be more harmful than beneficial to the company itself. In addition to this ground for opposition there is the incontrovertible argument that the schedule is unjust and at best a compromise with necessity.

The local street car company must have additional revenue in order to survive much longer the drains on its gross income created by abnormally high expenses. It has reached, by a long and devious route, the place where its revenues no longer are sufficient to meet its expenditures.

Something must be done, and done soon by the people of Indianapolis to save the street car service we now have. Extension of it is at present impossible, no matter how desirable.

There are two ways in which the situation may be met. One is by the curtailment of expenses and the other is by the increase of the gross revenue. The company, knowing as few do know, that the local street car system is one of the most economically operated in the world, has chosen the path that leads to increased gross revenue.

But experience throughout the United States has demonstrated that whenever street car fares are raised above 5 cents the resultant increased revenue is never equal to the theoretical increase.

The local street car company will not haul as many passengers at 6 cents as it did at 5 cents. The increase in revenue will fall considerably short of equaling the 20 per cent increase in fares.

Next in order, then, will be a still higher rate of fare on a showing that traffic is falling off to such an extent that 6 cents no longer suffices to meet expenses. There is no limit to the repetition of this vicious cycle. It has elsewhere been worked until fares have reached 10 cents and higher, and it is the inevitable result of increasing fares past the 5-cent mark.

The injustice that attaches to the 2-cent transfer charge is so apparent that it should be the basis for no argument. Under no circumstances should the man who is compelled by reason of his location to undergo the inconvenience of a transfer bear the additional penalty of a charge that makes his ride cost more than his neighbor's ride. This charge will fall, as the 1-cent charge now falls, on the class of riders who are least able to bear it and transfer charges should be forever banned in Indianapolis.

The truth about the street car situation is that every citizen of Indianapolis benefits by street car transportation whether he rides or does not ride. Every citizen in the corporation should pay the benefits that accrue to him because of the existence of street cars. In the present emergency every citizen of Indianapolis should help maintain the street car system.

This might be done by relieving the street car company of the burden of street maintenance and nonrevenue producing extensions. Indianapolis could well afford to take over the maintenance of pavements at public expense and forego the ordering of politically desirable extensions until such time as the company has a chance to rehabilitate itself.

Skip-stop operation would save much and harm no one. Manufacturers and merchants could easily stagger their hours of operation so as to make the best use of fewer cars. Cooperation with the street car company would reduce its expenses to a point where more than a 5-cent fare would be unnecessary.

The public of Indianapolis should insist that the money the street car company now expends on highly paid lawyers who advise it how not to be human be spent on officials who have the courage and the ability to lay before the public the problems of street car operation and enlist public support in overcoming them.

And it never will get along until it ceases to prate of its "valuable legal rights" and values public cooperation more highly than legal supremacy.

## Bulldozing!

It appears now that Representative Noll, acting in his dual capacity of assembly member and friend of the asphalt interests, succeeded in putting through the Legislature a measure by which the asphalt and other paving materials interest will profit to an enormous extent.

Reference is intended to the bill that deprives property owners of the right to remonstrate against resurfacing of streets and against the kind of material selected for the resurfacing.

Some time ago the Jewett administration adopted a comprehensive program for the resurfacing of about ninety miles of streets in Indianapolis. Property owners remonstrated and the members of the city council very properly sustained the remonstrances as to approximately nine miles of this paving. The city resurfaced more than twenty miles of pavement, then abandoned the program and devoted its energies to condemning the councilmen who stood by the majorities of property owners who had remonstrated.

Resurfacing of streets in Indianapolis is very necessary and a desire on the part of the administration to have it done is commendable.

But when this desire reaches such a point that a well-known "friend" of asphalt interests succeeds in depriving property owners of the right to remonstrate against assessments for that purpose and so frames the law that the persons who pay for improvement have no voice in the selection of the kind of improvement, it is going too far.

Such methods will never help to allay the suspicion of the tax-burdened citizen that his money is being expended not wisely but too well.

## Congratulations, Governor!

The appointment of Arthur R. Robinson to the Superior Bench in Marion County is an evidence of good judgment on the part of Governor McCray, the significance of which should not be overlooked.

Mr. Robinson is not only a very capable lawyer of the type that will be a benefit to the community as a judge, but he is also divorced from the pernicious influences that have been parcelling out the offices of this county to suit themselves and propose, as they boast, "to run things for the next seven years."

In the appointment of Mr. Robinson, Governor McCray demonstrates that he does not intend to heed the demands of the Jewett-Lemcke-News combination, which seeks to control the government of Indianapolis and Marion County in its own interests.

There have been many citizens of Indianapolis hoping that the Governor would not lend this combination additional strength by permitting it to control him as it controls others.

These citizens may yet take heart from the display of independence shown by the Governor and do their share toward breaking up the most arrogant political ring with which the citizens of Marion County ever were confronted.

## QUESTIONS AND ANSWERS

(Any reader can get the answer to his question by writing to THE INDIANA DAILY TIMES INFORMATION BUREAU, FREDERIC J. HASKIN, DIRECTOR, WASHINGTON, D. C. The Bureau cannot give advice on legal, medical and financial matters. It does not attempt to handle domestic troubles, nor to undertake exhaustive research on any subject. Write your questions plainly and briefly, give your address and enclose 2 cents in stamps for return postage. All replies are sent direct to the inquirer.)

## NO ELECTORAL VOTES FOR DEBS.

Q. Did Debs poll any electoral votes?

M. B. A. Eugene V. Debs did not receive any electoral votes, these being divided between President-elect Harding, who received 104,000, and ex-Governor Cox, who received 127 electoral votes.

## SPANISH WAR DEAD RETURNED.

Q. Were the bodies of the Spanish-American War dead left in other countries?

R. S. A. All the Spanish-American soldiers who died out of the country were returned.

## SPECIFIC GRAVITY AT POLE.

Q. Is the specific gravity of the earth the same at the North Pole as it is here?

M. M. M. The Hydrographic Office says that no official data is available.

The only authoritative records obtained of this region are the soundings taken by Rear Admiral Peary.

## TITLE GIVEN MARSHALL.

Q. Who was the Expounder of the Constitution?

R. M. A. The title, "Expounder of the Constitution," was given to Chief Justice John Marshall, whose many valuable decisions on the Constitution have never been contested.

## WHAT TO DO WITH OLD FLAGS.

Q. What should be done with a tattered American flag when a new one is being put in its place?

L. K. A. The War Department says that old, worn-out American flags should be burned.

## LIFE OF AN AUTOMOBILE.

Q. What is regarded as the life of an automobile?

P. D. R. A. The average life of a car in this country is estimated as being between four and five years.

## LEANING TOWER OF PISA.

Q. When was the Leaning Tower of Pisa built and did it always have this slant?

J. J. McG. A. The Campanile at Pisa, Italy, was begun in the year 1174. Its obliquity is thirteen feet in its height of 179 feet. The tower did not consider fruit for breakfast an extravagance because of its stimulating value to the appetite, its laxative properties, the mineral salts and calories which it furnishes and the vitamins which are contained in it.

The dried fruits which she served at breakfast were always prepared before breakfast and were found in the easiest way to wash. It was to wash them well, and place them in a casserole with boiling water. They are covered tightly and cooked very slowly in the oven or on top of the stove. This method brings out all the natural flavor and sweetness of the fruit.

"I don't think we ought to use a table-cloth for breakfast, mother, now that you are doing the washing," said Helen to her mother before she was seated at the blue and white table runner and the dolls were prettier, I think, and so much easier to wash."

"I've always wanted to make that change dear," said Mrs. Hooper, "but father does like the old-fashioned white table cloth all the time, and mother doesn't seem to be able to wash it now though, as it really does make a great deal of extra work."

"I'll try and make the table look well with the runners," said Helen, "that's what mother does for teaing."

Mrs. Hooper always used hot water to dampen her clothes instead of cold as they are prepared much more quickly that way. Roger had fashioned a sprinkler for her from a baking powder

## DEATH VALLEY.

Q. How did Death Valley get its name?

H. P. G. A. The valley received its sinistre name from the fact that in 1850 a party of gold-seekers with their families made a camp in the valley and here half of the survived, having overcome by heat and thirst. A few escaped over the Panamint to the beautiful California plains; the others returned to the East. Ten years later a party of prospectors came across the camp with its wagons and chariots, yokes, camp equipments and children's toys; even the tracks made in the sand by the little ones could still be traced.

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## FIRST STEEL NEEDLES.

Q. What people first used steel needles?

G. S. T. The Chinese are thought to have been the first to use needles of steel, and these implements gradually found their way westward until they were brought into Europe by the Moors.

## LINSEY WOOLSEY.

Q. What is Linsey woolsey?

I. M. C. A. Linsey woolsey is any kind of cloth made of wool mixed with linen or cotton.

## BURNHAM BEECHES LOCATED.

Q. Where are the Burnham Beeches?

R. C. A. Burnham Beeches are the remains of an ancient forest in Buckinghamshire, England, twenty-five miles northeast of London, noted for its immense beech

## BRINGING UP FATHER.

Q. What is the best way to bring up a father?

W. H. A. The best way to bring up a father is to let him know that he is wanted and that he is needed.

## Wardrobe Trunks for Less.

Q. What is the best way to buy a wardrobe trunk?

J. C. The best way to buy a wardrobe trunk is to buy it from a reliable manufacturer.

## WHEN A GIRL MARRIES.

Q. What is the best way to marry a girl?

J. C. The best way to marry a girl is to let her know that you care for her.

## DO You Know Indianapolis?

Q. What is the best way to know Indianapolis?

J. C. The best way to know Indianapolis is to go there and see it for yourself.

## KEEPING HOUSE WITH THE HOOPERS.

Q. What is the best way to keep house?

J. C. The best way to keep house is to be happy.

## WEDNESDAY.

Q. What is the best way to spend Wednesday?

J. C. The best way to spend Wednesday is to go to bed early.

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