

Indiana Daily Times

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THERE can't be harmony with everybody trying to do a solo.

THE WORLD improves. One seldom hears a ukulele now.

CONTROLLER HOGUE seems to be desirous of seeing where the city's money goes.

HI JOHNSON wants a prohibitory duty on foreign nuts. Rather hard on some of our visiting lecturers.

AT THE time of going to press Chicago was leading New York by two robberies and three shootings.

NOW THAT Mayor Shank has the county Republican organization in his control, the city council is seeing things in a different light.

DEMOCRATS who are considering repeal of the primary law would do well to reflect that their party is a party of the people.

POLITICIANS who "view with alarm" and "point with pride" are warming up for the State conventions by writing platform suggestions now.

Senator Pomerene is exhibiting a good faith in human nature when he believes Congress will "put teeth" in the primary law on the eve of an all-important election.

PERHAPS that Indianapolis man arrested in Cincinnati for driving an automobile while he was under the influence of liquor had decided to give pedestrians here a little rest.

The Street Car Situation

Indianapolis seems to be preparing itself slowly, but nevertheless surely, for increased street car fares, although the public, which pays the bills, will not view with general approbation any departure from the traditional nickel street car ride, and this will be especially true since the recent hike ordered in the gas and telephone rates.

If the public service commission is called upon soon to determine a new fare, which seems altogether likely as the result of findings reported by a subcommittee of the general citizens committee appointed by Mayor Shank to investigate the company, it should go thoroughly into the matter. To do this properly, the commission should have a complete evaluation of the street railway property in order to determine a fair basis of revenue for the amount invested.

It is said it would require considerable time to evaluate the company's assets and that it would cost the company a tremendous sum of money. This accounts for the absence of such a report now, although the street car company has been sending out distress signals for several years, and the public—if not the commission—has been aware that a petition for increased fare was sure to come.

Thomas P. Harvey, a member of the subcommittee, found that the lack of a proper evaluation prevented the committee from determining the exact income the company is entitled to. He showed that the "tentative" valuation is placed at between \$14,000,000 and \$16,000,000. A difference of \$2,000,000, on that basis, therefore, could not be definitely utilized, making the determination of income more or less guesswork.

The street car company has cleverly arranged to have the call for increased fares come from representatives of the people, and thus far its plan has worked without a hitch. First, Mayor Shank was converted to the plea that relief must be accorded the company, then the subcommittee agreed that a rate increase is imperative. The next test will come when the general citizens committee takes up the matter.

Women in Politics

However much the average men may be inclined to disagree with the theory of a separate woman's political party, as outlined in a recent issue of the Daily Times by Mrs. O. H. Belmont, president of the Woman's Party, she cannot escape the fact that women are thinking along independent political lines.

Take the primaries in Indiana and Pennsylvania, for instance. When the sad news of Senator New's defeat was carried to Senator James Eli Watson, he said through his tears that the women had done it. When Governor Sproul of Pennsylvania reluctantly conceded Gifford Pinchot's nomination, he said the women were responsible.

The women were not entirely responsible for these turnovers, but they were contributing factors. And it is likely that with these two examples fresh in their minds politicians bent on swinging voters into line will drop the attitude that women in politics must be tolerated because of their sex, and will look upon them as an integral and highly intelligent portion of the electorate that is fully qualified to see through the shams and hypocrisies of campaign highbrowery.

Mrs. Belmont summed up the independent women's viewpoint when she said: "It is a mistaken idea that we mean to fight the men. We are not thinking of the men. We are thinking of the community. * * * We are not anxious for political position. We will fight for office when we see the right woman is needed in the right place."

Denby Squelches the Senate

Senators, seemingly afflicted with economic streaks only when "pork barrels" are not involved, made a sorry spectacle of themselves in opposing the use of a transport to carry the Naval Academy class of 1881 to Japan on the ground that it was a waste of coal when the fuel supply of the Navy is so short.

Secretary Denby promptly showed that the ship on which the class will travel makes scheduled trips to the Orient and would make the voyage whether the class was aboard or not. He also made it plain that he is going to make the trip himself and is doing it "at the request and with the approval of President Harding."

The arrival of a ship load of Americans, many of them high in naval and business circles, in Japan cannot fail to create a favorable impression in that country of the desire of the United States to maintain friendly relations between the two countries. Mr. Denby's presence among the visitors will tend to lend an official color to the party that will bespeak the good will of the American Government.

The Senators failed to sense the significance the visit will have upon international relations, but, fortunately, Japan is well acquainted with senatorial vociferations and doubtless will not take opposition to the use of a naval transport so seriously as to impair the welcome she is preparing for the voyagers.

The Ship Subsidy Bill

Action of the Republican platform advisory committee in recommending to the State convention the adoption of a plank endorsing the proposal ship subsidy bill, whereby the Government would donate more than fifty million dollars annually to ship owners, serves to call attention to what promises to become a campaign issue this fall.

One of the main props of the appeals to Congress to subsidize shipping is the declaration that the operating costs of American ships are much higher than those of foreign registry. But this is challenged by Andrew Furuseth, spokesman for the sailors and seamen, who declares that "the actual monthly wage cost of seamen upon a British ship is now 54 per cent higher than upon an American shipping board vessel of the same class and tonnage." He bases his contention on the fact that American ships are now seriously undermanned, if the British sea standards are correct.

On a small British cargo-carrier, which he cites as an example, ten sailors are carried, as against six on an American bottom of the same tonnage. Although wages on the American ship are a trifle higher, the total wage costs on the British ship monthly are \$466, as compared with \$302 on the American vessel.

FAMOUS DANCING COMEDIAN TO TOP Bill at B. F. Keith's Next Week

Tom Patricola, one of the funniest comedians in the show business, will be seen as the headliner of the bill that will be offered at B. F. Keith's next week. He will be assisted in his act by Irene Delroy. The act is known as "The Girl from the Dance Hall" and Patricola certainly lives up to his reputation as a dancer by offering a routine of dancing steps that are original and funny. He is also a musician of no mean ability and furnishes a line of comedy that is refreshing. Miss Delroy is beautiful and shapey young miss is a splendid foil for Patricola's foolery. She is easy to look at and can sing and dance. This is sure an extraordinary headliner for popular vaudeville and is another of Manager Eggleston's summer surprises."

ON VIEW TODAY

The following attractions are on view today: "The Acquittal" at the Murat; vaudeville and movies, at B. F. Keith's and the Lyric; musical comedy and drama, at the Rialto; "The Man From Home," at Lowe's State; "Orphans of the Storm," at the Ohio; "Fardon My Nerve," at the Irls; "The Prodigious Judge," at Mister Smith's; "The Fighting Streak," at the Alhambra, and "Bonny" at the Circle.

PANNING PAYS ON BEAR CREEK

Indiana University Students Find Gold and Diamond.

BLOOMINGTON, May 19.—Panning pay dirt for gold along Bear Creek in the wildest recesses of Brown County is the most expensive hobby Indiana University students have.

The previous metal is to be found in several counties in Indiana, according to Dr. W. N. Logan, State geologist and member of the university faculty.

On their last expedition the students obtained \$5 worth of gold, several names and a \$10 diamond, it was announced.

The gold, according to Logan, was brought into the State by glaciators and is found mostly in sand and gravel in depressions in bed rocks.

Bear Creek has been worked for gold on various occasions, and it is said John Marrelson, an old-time miner, several years ago panned a dollar's worth of nuggets daily.

MUST BOARD NEWLYWEDS.

FLEETWOOD, England, May 19.—Tenants of the new homes built by the District Council are compelled to take newly married couples as lodgers on reasonable terms.

Ye TOWNE GOSSIP

Copyright, 1922, by Star Company.
By K. C. B.

I STRUNG some wires.

FROM a neighbor's roof.

AND ONTO my own.

AND GOT a box.

AND HAVE no idea.

WHAT'S IN the thing.

AND FOLLOWED instructions.

ABOUT THE wires.

AND CONNECTED it.

AND PUT the phones.

AGAINST MY ears.

AND THEN sat down.

AND TURNED a dial.

BACK AND forth.

THE WHILE I monkeyed.

WITH A little pluck.

I WAS told to press.

AGAINST SOMETHING or other.

IN A little round place.

AND I'D said to my wife.

IN A little while.

WE'D HEAR sweet music.

OF VIOLINS.

AND SAXOPHONES.

AND MAYBE tenors.

AND PERHAPS soprano.

FOR I'D read about it.

IN ALL the papers.

AND WAS excited.

LIKE A little boy.

AND I twiddled the needle.

AND TURNED the dial.

AND ALL at once.

I HEARD a voice.

AND I yelled right out.

AND THEN I listened.

AND WHOEVER he was.

HE WAS giving a lecture.

ON WOMEN's wear.

THAT I could read.

IN A hundred places.

MOST ANY old time.

AND I want to know.

WHY THEY will let people.

CLUTTER THE air.

WITH THINGS like that.

WHEN WE have to listen.

BECAUSE IF we don't.

WE'LL NEVER know.

WHEN THE guy gets through.

AND IT isn't fair.

TO ALL us kids.

WHO GET excited.

AND JUST want music.

AND STUFF like that.

I THANK you.

Five Good Books for Food Chemists

Indianapolis Public Library, Technical Department, St. Clair Square.

FREE BOOK SERVICE.

"Food Inspection and Analysis," by Leath.

"Beverages and Their Adulteration," by Wiley.

"Food and Their Adulteration," by Wiley.

"Chemistry of Food and Nutrition," by Shewell.

"Bacteriology and Mycology of Foods," by Tanner.

Unusual Folk

NORMAN, Okla., May 19.—Good in most studies, John Greenfield, 15, is especially apt in mathematics, particularly as aaple.

"When an arithmetical, an algebraic, or a geometric problem baffles me," he says, "I read it over several times, get it firmly into my mind, and then go to sleep. When I wake in the morning, I know the answer."

"It's his subconscious mind," professors of the University of Oklahoma explain. "John's lucky," remarked his schoolmates.

John's a high school senior here now. In the fall he intends to enter Oklahoma University.

Transoceanic Radio Grown to Tremendous Business.

By DAVID SARNOFF, General Manager Radio Corporation of America.

The vastness of the transoceanic radio today is little appreciated by the general public. A score of nations in Europe and Asia are in regular radio telegraph communication with America and millions of words are exchanged in a straight commercial message business operated day and night.

A great network of high power stations is required to maintain the worldwide system of the Radio Corporation of America; powerful transmitters are located in Massachusetts, Long Island, New Jersey, California, and Hawaii. South America, too, will soon be adequately provided for, and already America is conceded the foremost position in the matter of commercial radio communications. The correspondent stations abroad are located in the important communication centers of Europe, Japan and Australia.

In the accomplishment of the reliable ocean service which prevails to-day, radio telegraphy has made some wonderful strides in technical development. The old-time "spark" station has made way for a newer type, transmitting signals carried on a continuous wave through which speed and accuracy have been increased and interference reduced to a minimum. This great improvement is largely due to the development of the latest type of alternator, radio frequency machine, which gives an output of 200 kilowatts, and which is produced by the General Electric Company. More than a dozen of these machines have been installed in American stations.

Marked increase in the radiating efficiency of these transmitting stations has come, too, through improved design and application of the multiple tuned antenna. And of equal importance is the development of the long-distance reception, whereby messages now automatically transferred from the receiving station over land wires direct to a single office, located in the heart of New York's financial district, there to be recorded automatically at high speed in ink on paper tape and transcribed on message blanks by operators. By this method, elimination of the human selector is made possible. In addition, an obvious improvement is the adoption of the new method devised by which two or more radio signals may simultaneously be transferred to the operating office over a single wire, and the concurrent development of devices which make it possible to receive signals from four European stations on one receiving antenna without mutual interference.

Only a few "high spots" have been touched in the foregoing reference to the radio system existing at the present day; it includes, of course, a commercial organization represented in principal cities by branch offices, and a messenger service adequate to take care of message traffic—a traffic which has grown within the last two years to something more than 20 per cent of the total business handled by submarine cables connected with the radio system.

Another article on the radio of today and tomorrow by David Sarnoff will appear in a forthcoming issue of the Times.

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DAILY RADIO FEATURES

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