

REPUBLICANS WIN LONG FIGHT AS BUDGET GOES TO M'CRAY.

SENATE TRIES TO SALVAGE M'CRAY FINANCE PROGRAM

Auto License and Gas Tax Measures Passed to Second Reading.

The McCray financial program for the highway department was well on the way to being rescued in the Senate today.

Both the gasoline tax bill and the automobile license bill were ready for passage. The automobile license bill was amended to increase the license fees, almost doubling those voted by the House. If the bill passes the Senate, it must go back to the House for concurrence in the amendments.

Among other amendments was one giving automobile police the right to arrest traffic law violators without warrants. The bill still provides that half the proceeds of the fees shall be returned to the counties. This is at variance with the original McCray program.

Gas Bill Unchanged

Eight attempts to amend the gasoline tax bill failed and the bill was ready for passage in the same condition it left the House. It provides a tax of 2 cents a gallon and provides the first year \$500,000 of the proceeds shall be returned to the counties and \$1,000,000 during each succeeding year. The remainder would go to the highway department.

A motion to postpone indefinitely further consideration was lost by this vote:

For Postponement

Republicans—Hedges, Lambert, Lindley, St. John, Ratt, Chamber, Cravens, Crosby, Davis, Durham, Erni, Harmon, Hays, Henley, King, Loachard, Perkins, Saunders, Shultz, Swett, Tutz.

Against Postponement

Democrats—Adams, Barker, Baster, Biedenbach, Brown, Bunting, Clegg, Cleveland, Daily, Dunn, Ensch, Hartzel, Hill, Holmes, Leonard, Merritt, Miller, Moore, Nejdl, Nichols, Richards, Southworth, Swain, Van Orman—23.

No Voting

Republicans—Fitch, Harlan, Penrod, Steele—4. Democrat—Easton.

ABSENT VOTERS' MEASURE PASSED

Pulse-Bierly Bill Goes to McCray for Signature.

The new absent voters' law rested with Governor McCray today following passage of the Pulse-Bierly bi-partisan House bill in the Senate late Friday, 42.

The measure, a compromise between friends and opponents of the present law, permits five classes to vote by absentees' ballots. Rail employees, students, teachers, soldiers, sailors and marines, and Federal and State employees.

Senator Richards, advocating passage of the bill, said the bill was the result of ten attempts to remedy evils of the present law. The first bill introduced in the Senate, Senator Barker's measure to repeal the law, failed to pass by lacking a constitutional majority.

Representative Pulse, Republican, and Representative Bierly, Democrat, wrote the measure.

CHRISTAMORE DRIVE TO EXTEND THROUGH WEEK

Subscriptions in \$100,000 Campaign Total \$59,161.

With subscriptions totalling \$59,161 at hand the men's and women's organizations at work completing the \$100,000 building fund for Christamore House will continue the public drive for money throughout the coming week.

Subscriptions include: Albert Metzger, \$1,000; Arthur Jordan, \$1,000; J. L. Holcomb, \$1,000; Arthur V. Brown, \$500; Fred C. Dickson, \$500; Nelson Gladding, \$500; H. C. Atkins, \$500; W. A. Atkins, \$500; Charles Mayer & Co., \$300; B. F. Lawrence, \$100; A. H. Inley, \$100; John S. Kittle, \$100; William C. Bobbs, \$100; Tuha L. H. MacDonald, \$100; Mr. and Mrs. Charles E. Coffin, \$100; G. A. Schmitz, \$200; Fred L. Holweg, \$100; John Deer Lumber Company, \$100; John Allmerith, \$100; Corbin V. Harrod, \$100; Leonard & Anderson, \$100; Paul Krogh, \$100; James A. and William Burnett, \$100; Frank Jeter, \$100; Fred Goepper & Son, \$100; M. W. Ferguson, \$100; E. D. Fouts, \$100; Mrs. Furman Stott, \$100; E. J. O'Reilly, \$100; George M. Borchstahler, \$100; Fred R. Baxter, \$200.

Assembly Pay Boosts Fail

Representative A. Noel Ducom of South Bend has promised his pet measure to fix pay of legislators at \$10 a day will not be brought before the Assembly again this term. The bill failed both Friday afternoon and night through lack of a constitutional majority. It had rallied likewise two sessions previously. Speaker Morgan said.

Reunion

Four years ago last October William James Dwire of Cathage, Ohio, then one of Uncle Sam's marines in northern France, carried a wounded lieutenant off a battlefield near St. Etienne. Friday Dwire decided to re-enlist and when he went to the recruiting office he found the man whose life he had helped save, Capt. F. J. Zinner in charge.

The men had not met since the day of the battle.

Patent Leather Cat Helps Encourage Tech Boys; Girls From Manual Do Their Share of Cheering



MABEL WENDT, 1226 N. OAKLAND AVE. (LEFT), TOOK HER PATE NT LEATHER CAT TO THE BASKET-BALL TOURNAMENT AT THE COLISEUM TO HELP ROOT FOR TECH. (LEFT TO RIGHT THE OTHERS ARE: ELIZABETH ENG LE 462 N. STATE AVE., TECHNICAL; HATTIE DRYER, 2143 N. MERIDIAN ST., AND LOUISE ROBINSON N. 1361 UNION ST., BOTH OF MANUAL.

HOWLLOD GEORGE VIEWS FRENCH STEP

(Continued From Page 1)

wrote controversial articles on questions which might come before him for decision as a judge. He therefore very properly resigned his commissionership.

But to revert to the speeches delivered by these eminent statesmen, if they mean what actual words convey, then France means to stick to the Ruhr. Not by way of annexation, Oh, no! That, according to M. Barthou, is a "foolish, mendacious and stupid" lie. But France means to hang on to the "gates" until reparation is paid.

What are the "gates"? The industry is to control industries which represent the life of this prosperous area for thirty years, it assumes greater authority over the district than did exercised over the mining area of Pas de Calais.

In Our Own Mining Districts?

In its own mining districts no government takes upon itself—except during war—to give directions as to the destination and distribution of coal produced. But there are indications that control over the Ruhr industries is to be of a much more far-reaching character than this. And this is where the hints—broad hints—threw out by the French press come in.

France, in order to secure payment of the reparation installments in future, is to be given shares in these great mines and industries.

What proportion of shares? Among the "gates" demanded by Poincare in August last year were 60 per cent of the shares in certain pivotal German industries in the Rhine area.

Now the Ruhr industries are clearly to be included within the scope of the demand. France has the iron ore of Lorraine and the coal of the Sambre Valley. Her financiers have been engaged in buying up coal mines in Silesia. If she can secure the controlling interest in the Ruhr mines and Belgium and Poland can be persuaded to join in the deal, then the continent of Europe will be at the mercy of this immense coal and iron combine.

I said last week that the ports were still open. So long as they are Central Europe can protect itself to a certain extent against this gigantic trust, for the products of Britain and America will be available. But that possibility is to be provided against. Nothing is to be left to chance.

One of the "gates" is to be control over German customs. How can Germany balance a budget without a revenue? How can she raise a revenue without a tariff? What more productive tariff than duty on foreign coal, metal and manufacturers?

And thus all competitive products will be excluded from the German markets. The combine will thus be supreme.

It is true that if this cynical scheme comes off there is an end of reparations—for the independence of German industry is strangled and its life will soon languish. But there are signs that French enterprise has abandoned all idea of recovering reparations and that it is now broadening up on an immense scale.

For discussions in the French press contemplate even wider and more far-reaching developments than those involved in control of German industry.

It is a fantastic idea born of failure and therefore bound itself to be a failure.

Traveling Bag Gone

Valuable papers, including property worth \$20 were in a traveling bag stolen today from the automobile of C. F. Smith, 237 E. St. Joseph St., while it was parked at Meridian and New York Sts., Smith told police.

These proposals, which for some

time have been in the air, are now actually in type. Now the type is ordinary black—later on it may be red. Twenty lives already have been lost over the preliminaries of their execution. I fear there will be many more as difficulties become more apparent.

It is not without significance that the terms which Germany is to be called upon to accept in the event of her submission have never been formulated. No ultimatum was issued before the invasion.

Germany Does Not Know

If Germany were tomorrow to throw up her hands what conditions would she have to comply with? Who can tell? Germany clearly does not know. The British government does not know. They were never discussed at the Paris conference. Monsieur Poincare has only asserted with insistence that he "will not accept promises."

If the Ruhr is to be evacuated promises must be accepted at some stage, for Germany cannot deliver years of coal installments in advance and cannot pay fifty millions of gold marks over the counter.

So if Poincare's statement means anything, then control of the Ruhr industries must be vested in France until the whole of the mortgage has been redeemed. Hence the vast plan for the exploitation of Germany and, through Germany, of Europe.

A pretty scheme, but like most plans which make no allowance for human nature—bound to fail. How long would Italy and Russia consent to be exploited for the enrichment of French capitalists? Italy already has made it clear she has no intention of walking into a trap.

As to Russia

Russia may or may not have been approached. It is not improbable there have been informal soundings.

It is not easy to reckon what the Bolsheviks may or may not do under any circumstances. But one can be fairly assured they will not place their heads in the jaws of a rapacious capitalist crocodile of this character. Brigands are not made of that simple stuff.

Will German statesmen consent to sell their country into political and economic bondage for an indefinite period? It is incredible. No doubt there had been feelings between French and German capitalists some time before the Ruhr invasion. Mr. Louchard and Mr. Stinner are credited with having had conversations on the subject of amalgamating interests in Lorraine iron ore and Ruhr coal. But the Ruhr invasion has awakened from its stupor the patriotism of Germany.

There has, therefore, been introduced a potent new element into the calculation. This element does not mix well with international finance. It may be dependent upon to resist to the last any effort to put German industry under foreign control and without control the "gate" is worthless.

German Workman's Stand

Then there's the German workman who must be taken into account. The miner and engineer in all countries are proverbially independent. They could be persuaded to take the course urged upon them by the government of the day in the interests of the country. They will view the commands of a syndicate controlled by foreign governments with suspicion and repugnance.

Should disputes arise—and they are more likely than ever to arise constantly under these conditions—who will be responsible for the protection of life, liberty and property? Will foreign troops operate? Or will the German army police act practically under orders given from Paris? Popular sympathy will be with the strikers. It is a fantastic idea born of failure and therefore bound itself to be a failure.

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