

The Indianapolis Times

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For we must needs die, and are as water spilt on the ground, which cannot be gathered up again; neither doth God respect any person.—2 Sam. 14:14.

Heaven gives its favorites early death.—Byron.

A THRILL OF PRIDE

A DARK New Year's night off the Delaware coast. Temperature below freezing. A wet, sleety forty-mile-an-hour gale driving a mountainous sea before it, drenching the decks with icy waters at every plunge. Two hundred passengers asleep or sea-sick below decks and half of a crew of seventy-six on duty. Blinded officers on the bridge in their heaviest sea-gear, shivering and straining ears that must take the place of eyes. A weary quartermaster wrestling with a stubborn wheel, straining to keep the vessel's head up to the rushing seas.

At such a moment a week ago a frightened member of the crew of the Clyde liner "Mohawk" reported to the bridge a serious fire in the forehold. Smoke was already beginning to stream into the cabins. Investigation showed the whole cargo ablaze, the entire hold a mass of smoldering flame.

How the fire started nobody knows. Probably nobody will ever know. Fires start that way at sea.

But what was done about it by those who were in charge of the "Mohawk", and responsible for the lives of her 207 helpless passengers is a matter of glorious record. Captain James M. Staples was issuing his orders. S. O. S. calls were broadcast by wireless. The course was changed to run for the nearest port, which happened to be Lewes, inside the Delaware Bay entrance. More power was called for from engineers and firemen, to drive the big 6,000-ton hull through an angry sea at a speed that would never have been attempted except in case of emergency, the jolt, the jar, the crash of the waves on her bow becoming heavier with every extra turn of the propellers. Pumps were started. Every man who could be spared from the actual running of the ship was sent forward and below to direct streams from the fire hose, to batter down bulkheads and partitions with ax and sledge.

Last, the stewards were sent to waken the passengers and serve out life preservers, quietly, without alarm. They were told to stay with the passengers, to serve food and hot coffee, to display calm themselves and prevent panic. The stewards—and the stewardesses—obeyed orders. There was fear among the passengers. But there was no panic, no loss of control, no screaming, in spite of the terror of the situation. The passengers must have sensed immediately that the officers and crew of the "Mohawk" were on the job, thinking and acting coolly, doing everything that could be done.

THE Coast Guard service also showed that it was on the job. It was a wild night. But within an hour of the first S. O. S. the Coast Guard cutter "Kickapoo" was alongside the doomed "Mohawk", accompanying her on her mad race for a landing place. It was the "Kickapoo" that finally took the "Mohawk's" people ashore. Two ocean tugs also answered the alarm. It was impossible to take the passengers off outside the bay because of the fury of the storm.

Finally the "Mohawk" did make port. Her passengers, still orderly, were landed. The crew followed. The captain and a few others, the last to leave her steaming decks, opened her sea cocks. The proud vessel, one of the finest of the Clyde fleet, and with a war record as a transport, turned on her side and sank hissing in forty feet of water. It was the only way to save what was left of the gutted hull.

A great defeat of the sea, a great disaster, with the loss of hundreds of lives, has always awakened a thrill of horror throughout the length and breadth of this country. But for prompt action, based on sound seamanship and perfect organization of the personnel of the "Mohawk," this New Year's night fire off the blizzard-swept Delaware coast might easily have done just that—might easily have been a pitiful tale of wholesale suffering and death.

A great victory of the sea, the saving of every one of 233 lives in the face of terrible odds, should awaken a thrill of pride. Captain Staples and his officers and men may mourn their lost ship. For weeks many of them will nurse broken bones, bruised limbs, frozen fingers and perhaps shattered nerves. But they have started the New Year right. They have shown what American seamen can do on American ships, even when the ships are sinking. They have stirred the hearts of millions of inland living Americans who had almost forgotten that we had coast lines and a merchant marine. They, and the Coast Guard men who aided them, have lived up to the best traditions of the sailors of all time, and in so doing they have proved that the claims of the United States to a place in the world as a seafaring nation are real.

Telling It to Congress

A Basic Industry

Transportation is so interwoven with the development, progress, and prosperity of our country that rate making and the regulation thereof become a governmental duty and prerogative. —Representative Watkins (Dem.) Oregon.

Airships of Peace

Whatever doubt there can be of the uses to which these ships (zeppelins) can be put in wartime is no question that the possibilities of transportation of passengers and freight in peace time is in its infancy. These ships may soon be crossing the continent and the ocean for the accommodation of travelers and goods. —Representative Frothingham (Rep.) Massachusetts.

The Canal

There were no serious delays in shipping due to the faulty operation or failure of equipment (at Panama Canal) and no accidents of any moment to vessels in the locks. —Report of the Governor of Panama Canal.

To Conserve Oil

The formation of a permanent Federal oil commission, to include

conservation of our oil deposits and more thorough and economic methods of recapture, to be comprehended in a national continuing oil policy is an urgent necessity in the interests of the public. —Report of the secretary of the Interior.

Gift Ties

By HAL COCHRAN

When you stop and consider your neckties, by heck, just think of the things that you get in the neck. Since Christmas day morning your tie rack has held freak ties; yet to wear them you're really compelled. From Aunt Sarah Susie a greenish one came. Perhaps she just trusted that it would be game. No need to explain; the tie speaks for itself. It's one that you'd rather tuck 'way on a shelf.

Another relation has sent to your rack a tie that's as black as they've ever made black. Why couldn't the thing been a livelier hue. The mournful affect's not appealing to you.

The ties that folks send you as presents and such are well meant, but never amount to so much. When presents are due you, they're purchased, no doubt, 'cause buying a tie is an easy way out.

Come look to your tie rack; now isn't that true. It's that way with me and that's why with you. As Christmas ties wear, 'tis my honest belief that the wearing just brings

Leader Is Doomed Despite Appearance of Victory, Simms Says.

By WILLIAM PHILIP SIMMS

DESPITE today's appearance of victory, the sway of Benito Mussolini, Fascist leader and Premier of Italy, is doomed. No ruler can hold on to power forever, once it becomes necessary for him to put newspapers to the torch, gag free speech and call out his personal bodyguard to beat down his political opponents.

Which was the way the Fascisti saved their bacon in the present crisis. Calm has been restored in Italy but temporarily, rest assured, and before she gets back to normal the probabilities are that she will pass through a reign of terror surpassing anything yet suffered.

The trouble with Mussolini is that he started by doing a good thing in a wrong way. Three years ago Italy was virtually in revolution. Communists were in control in many districts and daily grovelling bolder. Business was at a standstill. Unemployment was nationwide. Excesses were being committed on every hand and life itself was not safe. Yet a dithering do-nothing government sat in Rome, unable to do a thing.

Becomes Dictator

Mussolini came to the rescue. He marched on Rome, followed by his husky "Blackshirts"—mostly ex-service men—ousted the impotent Liberal government and set himself up as dictator. He got King Emmanuel's signature, put that monarch on the top shelf like a broken puppet, abolished parliament, cracked his whip over Italy and cried, "Let's go!"

That was a little over two years ago. At first people liked it. In the vernacular, they "ate it up." Business hummed. Men found jobs. The wheels of government turned. Clerks actually worked. Expenses were cut down and income increased. Then abuses of power began to appear. The Fascisti, feeling themselves absolute bosses of the land, began to play the bully and tyrant. When any one dared criticize they were beaten, sent into exile and sometimes killed.

Which naturally produced more criticism and opposition. The Liberal party, depleted by the rise of Fascism, began to show signs of life. Many of Mussolini's most ardent followers were over to it and opposition grew. Fascist excesses became more general. Newspapers that criticized Mussolini were mobbed, sacked or put to the torch. Clashes occurred in the streets; there were riots, cracked skulls and murders.

Demand Constitution

At Leghorn in October, some 35,000 Liberals met and issued a call to the country. Italy, they said, should come before party, and force should not be used to settle political differences. They demanded a return to constitutional government, which Mussolini had scrapped, and declared the army belonged to the nation, not to any party or man—as the "Blackshirts" belonged to the Fascisti and Mussolini.

More violent riots came on Armistice day in many cities; more violence everywhere. Some 150 deputies refused to sit in Parliament because Deputy Matteotti, one of their number, had been killed by Fascist sympathizers, and two Liberal members of the cabinet were asking for reforms.

In short, a storm was brewing and the premier's grip on Italy was slipping. He saw it and realized the crisis of his career had come. He would have to do one of two things: Turn loose or tighten his hold.

Which last is what he has just done. The country is virtually in a shambles, with all Liberals ousted from the cabinet and Mussolini still in the saddle, for the moment, firmer than ever.

At the same time, Mussolini's opponents, headed by Gen. Peppino Garibaldi, grandson of the great patriot, Giolitti, Orlando, Salandra, Nitti, Casati, Saracchio and others, are grinding for battle.

How long Mussolini can hold on depends upon the lengths to which he is willing to go. And his record strongly hints of extremes. He is without fear and is no weakling. Whatever his ambitions are, and he is extremely ambitious, he will try to achieve them.

The pity is Mussolini can't clean house in his own party and make young Italy's dream of a new savior come true. In many ways he is a great man.

Tom Sims Says

In Atlanta, Ga., a golfer who broke his wife's jaw, just claims St. home pretends it was an accident.

Without waiting to work up to a cashier's job, one man tried to rob a bank in St. Louis.

From a newly married couple next door we learn that while two may live as cheaply as one they can't live as quietly.

Bad talcum powder news today. American women used 10,000 tons of it in 1924. But that's safer than gumdrop.

Movies are great educators. In Miami, Fla., a waiter got fired for slapping a customer with a pie.

They raided a house in Detroit and got five kegs of beer but it is a long, cold spell before summer.

Los Angeles boy of six can play a saxophone. That's what comes from not being in the proper surroundings.

Woman of 50 married a rich man in Denver after thousands of younger women had failed.

Bad New York news. Woman's husband and her money left home together. She wants her money back.

If you think women are cowards just blow your auto horn to make one get out of your way.

Even crossword puzzles are dan

RIGHT HERE IN INDIANA

By GAYLORD NELSON

Kerosene

MRS. ROSA SMITH, W. Twenty-Eighth St., tried to kindle a fire with kerosene yesterday morning. An explosion ensued. She received fatal burns. And five members of her family barely escaped the flames.

Last month a little boy in the city was the victim of a similar accident. While a dozen fatalities from using kerosene in starting fires have occurred in the State this winter.

Kindling fires in recalcitrant stove with only patience, and indifference, is no pleasure. Particularly if gnawing hunger is asserting itself in the bosom of the family.

NELSON
So the ready oil can is a boon to harassed housewives. And is often called to their assistance.

This familiarity with the oil can breeds carelessness. And those who wouldn't stay in the same block with a stick of dynamite use coal oil freely without a quiver.

Yet a pound of kerosene possesses more explosive power than a pound of dynamite. And is equally excitable and dangerous. It may perform placidly as expected. Or a dyspeptic member may arouse it to appalling fury.

To use the oil can safely it must be handled cautiously. For tragedy ever lurks in its vicinity.

Gas Tax

THE Motor Bus Association of Indiana—at the annual convention Tuesday—advocated an increase of 1 cent in the gasoline tax.

Isn't customary for taxpayers to beg heavier burdens for themselves. But the bus men are actuated by canny business sense. Gas tax means good roads. For which there is an insistent demand.

So probably no other levy inflicted by the State is so generally approved as the gasoline tax. For it supplies the money to satisfy the craving for roads. Yet its exactions fall in proportion to benefits received.

Therefore it is as near a perfect tax method as has been devised. And according to simple arithmetic if the 2-cent tax will build 500 miles of improved roads annually a 10-cent tax will build 2,500 miles. Which is the way advocates of an increased tax figure.

However, somewhere along the line with any tax the law of diminishing returns comes in its dirty work. As it now stands the State gasoline levy is the goose that lays the golden eggs. Before the tax is raised there should be reasonable certainty that it will increase the yield of golden eggs, not slay the goose.

WHAT DO YOU WANT TO KNOW?
You can get an answer to any question of fact or information by writing to The Indianapolis Times Washington Bureau, 1328 New York Ave., Washington, D. C. including 2 cents in stamps for reply. Medical, legal and other questions cannot be undertaken. All other questions will receive a personal reply. Unassigned requests cannot be answered. All letters a confidential Editor.

What is the first-class fare from New York to India?

Five hundred dollars, plus tax.

On what kind of a ticket was Calles, president of Mexico, elected?

On a labor ticket; his expressed intent is that he will endeavor to raise the social condition of the laboring classes of Mexico to a higher plane.

What are the hottest months of the year below the equator and are they called summer?

The hottest months are December and January, while July and August are the coldest. The hot months are called summer, just as we call our hot months summer.

Why does nickel sulphide and cobalt sulphide dissolve so much less readily in dilute acids than do the sulphides of iron and manganese?

This seems to be due to an unusually slow rate of solution; for nickel and cobalt are not precipitated.

What relation was King Edward VII of England to the former Kaiser?

What is used on wounds of vegetables, such as potatoes? Sometimes air-slaked or water-slaked (dried) lime is used to dry up wounds on vegetables.

What was the history of the Garabed G. K. Garabedian invention?

This man, an Armenian, a resident of Boston, Mass., claimed the invention of a machine which would run

The Universe
How much do you know about the sun, the earth, the moon, the stars?
Can you tell the relative sizes of the earth and the planet Mars?
Do you know the circumference of the earth? How far the air belt around the earth extends?
What is the basis for speculation as to the inhabitability of other planets than the earth?
How the distances to stars are measured? What is the composition of the sun?
How fast the earth moves in its orbit? What is the speed of light? Why does an eclipse of the sun occur?
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Bills

THE legislative reference bureau has been asked to prepare approximately 130 bills for the General Assembly which convened today. A greater number than handled by the bureau before any session in several years.

Which indicates that this Legislature will face, a record-breaking number of bills. And the frail hope of a short, snappy session is strangled summarily.

Presumably each of these aspiring laws has merit or demerit deserving consideration. But to read each bill carefully would take all of a conscientious lawmaker's time during the session.

He would have to neglect other official duties. Such as standing around the lobbies in a statesman-like pose.

Most legislators are imbued with honest desire to serve the State efficiently. And to exercise sound judgment. They are neither corrupt nor incompetent.

But it is humanly impossible for a legislator to determine the actual merits of every measure on which he votes. His vote must often be either a guess or blind reliance on some leader.

It isn't legislative lack of good intentions and ability—it's the system of flooding the hopper with a vast number of bills on every conceivable subject that is responsible for so much half-baked legislation.

Watchmen

A CITY ordinance requires a watchman to be maintained jointly by two railroads and an interurban, where their lines intersect N. Tibbs Ave. Which order was passed in August, 1923. But no watchman has been installed.

So city authorities will take action against the three offending companies.

Seventeen months have elapsed since the order in the interest of safety at one specific intersection was passed. And still the three transportation lines ignore it.

Which indicates that some railroad may be strong for grade crossing safety—theoretically—but short on performance. Their devotion doesn't extend to their pocket-books until external pressure is applied.

This city has witnessed several spectacular demonstrations in recent months of the havoc that can be wrought by unguarded grade crossings. Failure of railroads to install watchmen where needed, and ordered, is simply inviting more catastrophes.

Safety is not attained by conversation, but by action.

A \$40-a-month watchman at a potentially dangerous crossing may do more to promote safety than a million dollars' worth of talk by high railroad officials. Of course the watchman is expensive—but so is a preventable crossing smash.

WHAT DO YOU WANT TO KNOW?
tated by hydrogen sulphide even from a much more weakly acid solution, and their sulphides obtained by precipitation with an alkaline sulphide continue to dissolve in dilute acids. Failure of railroads to install watchmen where needed, and ordered, is simply inviting more catastrophes.

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What are the greatest engineering feats of modern times?

Among these are the digging of the Panama Canal, construction of the Hudson River tubes, digging of the Suez Canal, and the construction of the Castill aqueduct in New York.

What relation was King Edward VII of England to the former Kaiser?

What is used on wounds of vegetables, such as potatoes? Sometimes air-slaked or water-slaked (dried) lime is used to dry up wounds on vegetables.

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What is the record for paid attendance at a ball game?

63,817, Sunday, Oct. 14, 1923, at the Yankee Stadium, New York.

When and by whom was the first public reading of the Declaration of Independence?

Its first public reading was in the Statehouse yard, Philadelphia, July 8, 1776. The reader was John Nixon, a member of the council of safety of Pennsylvania.

What will remove iron rust stains from white goods?

Try sprinkling the stain with salt, moisten with lemon juice and place in the sun, more lemon juice being added if necessary.

And How Will He Spend the Time?



Tests for Investment Quality

By BAYARD DOMINICK
President, Better Business Bureau of New York City.
Copyright, 1925.

THE degree of investment merit possessed by and particular security—can be told by making the three tests for quality: (1) Safety of principal; (2) satisfactory income and (3) saleability.

A. Safety of Principal

1. Security in securities: Remember, the preservation of funds already possessed is always the first object in making an investment. Unless a stock or bond provides reasonable safety for dollars now in the pocket, other attractions should have little significance.

2. Assets and earning record: A company's capitalization (that is, its stocks and bonds) should bear a conservative relation to assets. Not only that, earnings in years past should have paid fixed charges operation costs, interest on indebtedness, etc.) with comfortable margins. In brief, the security should be based on a going business, of established reputation, not on something altogether new.

3. Income from stocks vs. that from bonds: Good bonds of a solvent company (except income bonds, which are entitled to interest only as earned), should always pay interest. Defaults, in this regard, give bondholders or their trustees a legal action. Corporate notes, such as debentures, also carry with them a definite obligation to pay interest periodically. Not so in the case of stocks. A company may pay dividends to its stockholders, but it has no legal obligation to do so.

4. Margin of safety in earnings: However, it is important from the standpoint of an investor, whether he holds stocks or bonds, that a company's normal and regular net earnings cover all charges with a good margin to spare. The business should be one which not only pays now, but bids fair to remain profitable in future years.

Only those stocks and bonds which meet these tests deserve to rank as sound investments.

C. Saleability
1. Turning an investment into cash: Even though an investment promises safety of principal and satisfactory income, it will lack quality unless it is readily saleable at a fair price. Emergencies frequently arise, making it necessary or advantageous to have cash immediately. Because an investment is soundly secured, there is no certainty that it is one which would sell readily without material loss of principal.

2. What a fair price is: In selling, investors will not want to be obliged to accept bids five or ten points below the reasonable price, simply because there are no buyers. A fair price is one that is usually arrived

at by active buying and selling, based on the intrinsic soundness of an investment.

3. Ability and reliability: With respect to the management of the company whose securities are offered as well as to the house offering such securities for sale, investors should be certain always that they deal with men of known ability and integrity. These things can be ascertained and they should not be accepted on the say so of another. Competent management is indispensable to the success of almost any company.

B. Satisfactory Income

1. Stability of interest or dividend payments: Having made sure that money invested in a particular way will be safe, the investor should next make sure that it will bear interest or dividends regularly. The records of the past are the surest guide to the future. In this respect, few things are so significant, and none so simple to learn, as whether a company has or has not paid interest and real dividends regularly over a period of years. Stocks not on a dividend basis, but sold on the promise that dividends soon will be paid, are outright speculation. Often they are much worse than that.

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