

The Indianapolis Times

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As I live, saith the Lord God, I have no pleasure in the
death of the wicked.—Ezek. 33:11.

The most happy ought to wish for death.—Seneca.

DANGEROUS! BEWARE!

THE Bulletin of the American Bureau of Shipping says the great danger of Government ownership and operation of ships—is—what do you think? Not that it will be costly to the country. Not that the ships will be badly managed. Oh, no, nothing like that.

The great danger, the Bulletin says, is in the increasing efficiency of our Government's shipping board. This, coupled with increasing freight and passenger rates, might soon make the Government ships actually profitable.

That would be all right, the Bulletin continues, except that the "radical element" would be sure to notice it. They would use it as an admittedly "strong" argument for other forms of Government ownership, among which railroads are mentioned. This would never do, because "only those with socialistic tendencies will admit that public operation of such great utilities would be for the best interests of the people."

In other words, if the facts are dangerous, then down with the facts!

With respect to Government ownership and operation of merchant marine units, against which this newspaper can see no good reason, there are other things to consider besides the possibilities of the Government making a profit.

In the first place, so long as peace reigns this country can get along very well without any American merchant marine at all. Even our captains of industry can invest their dollars and make a good return in other lines of business. As a matter of fact, most of them do so anyway. Foreigners carry the bulk of our foreign trade efficiently and at rates American shipping men don't generally want to try to beat.

But in case of war things would be different. A war might arise in which neither the British nor any other great shipping nation would be on our side. Then the Government would need American merchant ships, to help out the Navy, to carry American goods in submarine infested seas, to transport troops and supplies. It would need facilities for building ships. All these it would need in a hurry.

How can our Government be sure of having the right type of ships, trained sailors of American nationality, shipyards and shipping supplies at hand in case of war, unless to some extent it is in the shipping business itself?

POLITICAL QUESTIONNAIRES

AND now it is proposed to do away with an institution in politics. Representative Thiel of Lake County proposes that the political questionnaire be put out of business. He would make it unlawful to ask candidates where they stand on public or any other kind of questions.

Putting the questionnaire out of business would be a death blow to many reform organizations which keep themselves before the public largely by announcing how candidates did or did not answer questions.

Of course, questionnaires are embarrassing to most candidates. They are intended to be. They don't permit dodging, and candidates hate to be pinned down. They don't like to go on record, because if circumstances should cause them to change their minds it would be embarrassing. Going on record, also cramps their style when it comes to carrying water on both shoulders, a balancing feat in which most politicians are proficient.

Seriously, nothing should be put in the way of the voters knowing everything they can about a candidate. On the other hand, public officials should be free to exercise their best judgment.

We don't believe the candidate with honest convictions will hesitate to state his convictions.

Average Congressmen Go Along at Moderate Pace

Times Washington Bureau,
1322 New York Avenue...
WASHINGTON, Jan. 13.—There are members of Congress who drink. There are members who gamble. There are members who lead a hectic and hilarious life. In the court-room of a little Michigan county seat, a Congressman's wife recently told the world about it, and it must do so.

But don't get the notion that she is describing the normal life of Washington, D. C., particularly the normal life of a Congressman and his wife. There are as many kinds of Congressmen as there are kinds of human beings, and most of them are simple, home-loving, law-abiding men, with the sort of wives that such men naturally would choose. They lead a reasonably interesting existence, traveling life's pathway at a very moderate pace.

Members of Congress receive \$7,500 a year, and the greater part of them live within that income. The margin between \$7,500 and what it costs to live in this city of high rents and expensive groceries is too small to permit one to travel what is called the cock-tail circuit or help support Washington's limited number of cabarets. If the cabaret owners depended on Congressmen for their living, they'd wear no more diamonds than postoffice employees.

There are, of course, many rich men in the House and many more rich men in the Senate. They live expensively in Washington, just as they do at home. Some of the House members live in expensive hotels, while some of the Senators, sure of at least six years' residence in Washington, build themselves expensive homes. But these are the exceptions.

Certain family hotels situated close to the Capitol furnish the rule for these exceptions. In one of these hotels alone there are nearly 100 members of Congress and their families, including a half dozen or so Senators. A comfortable room and bath and three meals a day for

NAVY DEPARTMENT HAS ROW WITH WEATHER BUREAU

In a Polite Way the U. S. Official Forecasters Have Been Told What They Don't Know Would Fill a Book.

By CHARLES F. STEWART,
NEA Service Writer

WASHINGTON, Jan. 18.—In a polite way, the Navy Department has told the weather bureau that what the latter doesn't know about the weather would fill a large book.

It happened as a climax to the lengthy argument the department and the bureau had had over the question of long distance forecasts. The weather bureau, after investigating the subject, can be foretold accurately a year in advance. Some way of doing it may be discovered later, rejoined the weather bureau, but it can't be done now, by any means known to science.

We have discovered the means already, insisted the hydrographic office. It can be done by a study of ocean temperatures.

So many other considerations enter into weather forecasting, contradicted the bureau, that a study of ocean temperatures, by itself, can't amount to much.

A Hard Smack

So far as publicity is concerned the bureau has had the best of this dispute. Through numerous bulletins, pamphlets and books it has put its side of the case.

Recently, however, it began issuing a little leaflet called "The National News Service." Lieutenant Commander George E. Brandt, assistant to Capt. Frederic B. Bassett, hydrographic office chief, is editor.

The latest of these leaflets takes a slap at the weather bureau, the smack of which can be heard a mile.

It would be a convenience to motorists if the city would standardize on a single type. Variety is the spice of life, but variety in automobile policemen is a mustard plaster for traffic.

He declares that to prognosticate weather more than a few days in advance is the vaguest kind of guess-work.

"Long-range weather forecasting is an interesting field," Mitchell said, "and it is a shame we have neither the time nor money to devote to exhaustive research. Some day we may have—and this may result in great benefit to mankind."

"But right now it is out of the question. Too many factors—ocean currents, air currents, ice floes, mountain ranges and what-not—affect weather conditions to make accurate predictions possible even a month in advance."

"As to predicting weather for a coming season or year—it can't be done. Some day, perhaps—but not now."

True, the bureau isn't mentioned by name—but it's easy to read between the lines.

The leaflet is as official as it can be made. It bears the hydrographic office imprint and the name of Lieutenant Commander Brandt, and what it says appears under the signature of Secretary of the Navy Curtis D. Wilbur—"written especially for National News Service."

Starts in July

Secretary Wilbur starts first of the oceanographic researches to be begun by the Navy next July—the Maury Research, so called "in honor of the late Lieut. Matthew F. Maury, the pathfinder of the seas, whose pioneer work in the study of the ocean enriches the commerce of the nation and made his name famous throughout the world."

Then...

"It is hoped," writes the Secretary, "that we are now on the threshold of scientific knowledge regarding the weather from which we can predict unreasonable conditions a year in advance."

Which is exactly what Chief Charles F. Marvin of the weather bureau says can't be done—at any rate, by the method the hydrographic office proposes. True, Secretary Wilbur expresses only a hope, but...

"Meteorologists are agreed," he continues, "the weather is born on the ocean. A study of the temperature, salinity and circulation of the ocean waters will supply the necessary information for making predictions with confidence."

That's definite and positive enough. Besides, the secretary says "meteorologists are agreed." The weather bureau folk emphatically do not agree. Does the secretary imply that they're not meteorologists? And what meteorologists does he mean? He tells.

Means More Money

"Long range weather predictions," he says, "are being made more or less successfully now in India, the Scandanavian countries and South America."

It behoves us to do the same thing if we would take advantage of the opportunities within our grasp. When we learn we shall save large sums to agricultural and commercial interests."

Meaning that the United States weather bureau had better wake up?

And if anybody wants it still plain than that? "The weather bureau," observed Lieut. Commander Brandt, "is too busy getting out weather forecasts to study the weather."

Saving Money

Any method of transit which saves time has a very large economic importance. Our finest example is that of the more extensive transmission of banking documents through the air mail. The saving in interest as the result of this establishment results in indirect saving of many times its cost.

Secretary of Commerce Hoover, before House Committee on

RIGHT HERE
IN INDIANA

By GAYLORD NELSON

Towers

MICHAEL J. GLENN, inspector of traffic, proposes traffic towers on Meridian from Ohio to St. Clair Sts. They would be controlled in unison by the officers at Ohio St.

The proposed towers would speed northbound traffic during the rush hours as they would eliminate delays at now unpoliced intersections.

Another advantage would be the pleasing effect, artistically. The Washington St. towers are lone pines on barren landscape. An extension of that system would go far toward the reforestation of downtown Indianapolis.

Of course mechanical regulation must be adopted for Meridian and other thoroughfares very soon. However before any new system is installed the whole subject should be studied.

Our present automatic cops suffer from a bad case of variety.

They are in the center of intersections, on the curb, hanging over-head, and groveling under foot. Some are gaunt and cadaverous; others short and squat. Some flash commands in words; others merely wink war-colored eyes.

It would be a convenience to motorists if the city would standardize on a single type. Variety is the spice of life, but variety in automobile policemen is a mustard plaster for traffic.

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