

The Indianapolis Times

ROY W. HOWARD, President. WM. A. MAYBORN, Bus. Mgr.

Member of the Scripps-Howard Newspaper Alliance • • • Client of the United Press and the NEA Service • • • Member of the Audit Bureau of Circulations.

Published daily except Sunday by Indianapolis Times Publishing Co., 214-220 W. Maryland St., Indianapolis • • • Subscription Rates: Indianapolis—Ten Cents a Week. Elsewhere—Twelve Cents a Week. • • • PHONE—MA 3500.

It is appointed unto men once to die.—Heb. 9:27.

The relations of all living end in separation.—Mahabharata

GAS TAXES AND ROADS

MONEY collected through the taxation on gasoline should be used for roads. It is a special tax, and a peculiarly equitable one, originally designed to require those who use roads most to pay most for road construction and maintenance.

On the other hand, the proposal that all State departments, including the highway department, should come under a budget and that money for their operation should be appropriated for that purpose is fair and business-like.

It is the conflict between these two considerations that must be ironed out. Experience has shown about what can be expected in the way of returns from a gasoline tax. Would it not be possible, if there are no constitutional obstructions, to put the gasoline tax in the general fund and then to appropriate approximately the amount of money thus obtained for road purposes?

Certainly gasoline tax money should be used for no other purpose than the maintenance and construction of roads.

RUSS AND JAP NOW PALS

IAPAN and Russia have kissed and made up. Russia gets recognition and Japan gets coal and oil and gas and food—coal for her industries, oil for her navy, gas for her air fleet and food for her population.

Which is all to the good, for Japan. It brings complete domination of the Orient a step nearer. It makes her more nearly self-sustaining. The "open door" in the Far East closes another inch and additional agreements between Russ and Jap are forecast—probably having to do with "spheres of influence" in Manchuria, Inner and Outer Mongolia.

And so, while we persist in our refusal to recognize Russia, and our foreign policy generally remains at a standstill, the international procession moves on without us.

FRANCE'S REAL TROUBLE

EVERY once in a while the bottom drops out of the French franc. Once worth 20 cents, it is now worth a nickel.

And every time it happens, France sets up a howl. She blames it on an international plot, on New York, on London, on the Germans.

France's real enemy is herself. She owes a lot of money and she won't pay. She owes us \$4,000,000,000 and she threatens repudiation. Her budget doesn't balance and she lacks the stamina to tax her citizens.

Britain, across the Channel, likewise up to her ears in debt, is doing everything France should do but refuses to do. Her debt to us of nearly \$5,000,000,000 was refunded two years ago. She is sweating blood, but her money is back at par in United States postoffices.

The business man who wriggles out of paying what he owes loses his credit. So does a nation.

France's real trouble is with herself.

HE SOLD US ON FINLAND

PAAVO NURMI, crack Finish track athlete, has by his exploits enhanced the value of the bonds of Finland on the market by at least ten millions of dollars.

That figure comes from Chas. E. Mitchell, financier, president of the National City Company. Therefore it is worth considering.

Folks, reading daily of Nurmi's exploits, inquired about Finland. Learning what kind of people Nurmi's compatriots were, investors thought well of Finnish bonds, bought them and their value went up.

That is bringing home the bacon, with the eggs alongside. In the line of selling nations abroad, Nurmi's style is something new. Every body is familiar with the line handled by that wizard of good will salesman, the Prince of Wales. He is always on the road, his sample case of personality and sportsmanship on display. He sells Great Britain abroad.

A lot of jobless Russian nobles have been peddling over here, without much luck. Blasco Ibanez has taken a whirl at selling Spain to us. Mussolini has boomed the market value of Italian securities, and they have slumped. Clemenceau and others have tried to sell France. And many another, with his wares.

But no one has done a better job of it, in so short a time, than has this remarkable Finn, who hails from an equally remarkable country. He has the goods.

WHAT DO YOU WANT TO KNOW?

You can get an answer to any question of fact or information by writing to The Indianapolis Times, 214-220 W. Maryland St., Indianapolis, Indiana. Letters, including postage in stamps for reply, should be mailed in airmail envelopes. All other questions will receive a prompt reply. Unsigned requests cannot be answered. All letters are confidential.

When was the pasteurization of milk first started?

During the last half of the nineteenth century in France by Pasteur.

What is the meaning of the word "Argo"?

In Greek mythology it was the ship of the Argonauts. In astronomy it is the large southern constellation, called "The Ship."

What is a good formula for future polish?

Two parts turpentine and one part linseed oil. All excess of oil should be removed with a clean soft cloth.

How long does it take tulips, grown in water, to root?

From eight to ten weeks, and then they grow very slowly.

How and when was the District of Columbia formed?

It was originally formed when Maryland in 1789 ceded Washington County, and Virginia, 1789, Alexan-

STREET CAR COMPANIES OPERATING MOTOR BUS LINES

Mowing Them Down



Motor Routes Take Place of Track Extensions in Cities.

Times Washington Bureau, 1222 New York Ave.

WASHINGTON, Jan. 26.—One hundred and seventy street car companies are now operating motor busses and " jitneys" to supplement their electric line services, the American Electric Railway Association reports. The dreaded "menace" of bus competition, so feared by street car magnates a year or two ago has vanished. It was "gobbled up" by the street car systems and was found to aid rather than hinder digestion.

Addition of bus lines to existing electric lines enabled the car companies to add more than 2,700 miles of extensions during 1924, whereas construction of new tracks added only 300 miles. Altogether, over 2,500 motor busses are now being operated by street car companies, and of the \$342,000,000 which the car lines will spend during 1925 for new equipment and maintenance, an important part will go to the purchase of still more busses.

Income Increases

Though passing through a period of industrial depression during a great part of 1924, the total gross income of all street car lines in 1924 was greater than during any previous year. The figure is approximately \$1,175,000,000. The total number of passengers carried was 15,700,000,000, a decrease of about 2 per cent from the 1923 figures when the total touched sixteen billion.

Average fares increased about 2½ per cent, or from 73 cents to 74½ cents, and this increase more than offset the decrease in number of passengers. At the present time the trend in passenger carrying is upward and 1925 is expected to break all records. Up to the present the 1923 figures are the highest, and the 1924 figures are a good second. In 1922 approximately fifteen billion people rode in the cars.

That street car lines have definitely turned the corner from their era of receiverships during and following the war, is indicated by the fact that only thirteen lines representing about 1,000 miles of tracks, went into receivership during 1924, whereas twenty-two companies owning 1,600 miles, were discharged from control by receivers.

Bus Vs. Street Car

A few days ago there was a heated debate between those who expected street cars to disappear from downtown streets and those who maintained that busses could at best only supplement the cars. If the present trend is a true criterion, the experts who insisted street cars could not be completely relegated to the suburban lines have the best of the argument.

Despite the ever-growing number of privately owned autos, which increased to over 2,000,000 during the past year, the number of street car riders does not seem to be seriously affected.

Experts are of the opinion that Americans are becoming more and more addicted to the riding habit and that possibly the auto helps to make street car business. People are less and less inclined to remain at home and when the auto is not available at the moment, the street cars get the benefit of the "go somewhere" habit.

Tom Sims Says

There is no hope in seeking happiness unless you are happy in the seeking.

Good times are bad times unless you do more than have a good time.

The only thing worse than being in a rut is being on no road at all. Popularly leaves very little time for steady thinking.

We all do things without thinking, and one is being bored with life.

Life's amusing. People save so many things to see, even though there isn't any return trip.

The importance of things close to you are magnified, like a cinder in your eye.

Today is what we were all looking forward to yesterday.

It makes a man mad to be dunned for a bill, because he knows he may have to pay the thing.

Patience is considered a virtue when it often is merely a case of not knowing what to do.

You can only make interesting friends by being interested.

Tell others everything you know and they soon will find you don't know anything they don't.

(Copyright, 1925, NEA Service, Inc.)

RIGHT HERE IN INDIANA

By GAYLORD NELSON

Good Will

FRANK N. WAMPLER, of the public service commission, in response to a query, expressed the opinion that public utilities may properly include reasonable charges for advertising in operating expenses.

The opinion itself is reasonable. Advertising is primarily the cultivation of good will.

Formerly many public utilities didn't give a hoot about good will. "The public be d—d" was their motto. Consequently they sowed a crop of thistles in their public relations which they still reap.

If they had appreciated the value of good will, then probably much governmental regulation—now and irksome—would not have been proposed or needed.

The value of good will in business has been startling demonstrated by Henry Ford.

From the very inception of the flivver enterprise the kindly regard of the public was assiduously sought. No method to attain it was overlooked. Today the Ford Motor Company practically holds a monopoly in its field—yet it isn't considered a menace. Twenty years of building good will renders it immune from attack.

Public utilities can cultivate public good will now by judicious advertising, it will benefit them and the people they serve. The public would rather have that included in operating expenses than to have high-priced lobbyists hired out of net profits.

Levies

SENATOR BATT of Terre Haute has introduced a bill to limit tax levies for local purposes in any taxing unit in the State. Under its terms the maximum school levy would be \$1; township or city, \$1; county, 40 cents; gravel roads, 10 cents.

It sounds encouraging, for the burden of taxation has become oppressive. The taxpayer anxiously scans the horizon for relief galloping in his direction.

However, it is doubtful if a State imposed limit on local levies would rescue him—while the measure would increase centralization and divide another nail in the coffin of local self-government.

People of local taxing units know their local needs better than a State law. If local levies become unbearable the people have relief in their own hands.

Indiana once successfully limited local taxation.

A Supreme Court interpretation of the constitution of 1850 required uniform school expenditures throughout the State. As a result public schools in Indiana practically ceased to exist for many years.

A maximum for all taxation would be desirable, perhaps. Until the total—local, State and national—is limited, fixing a maximum for local taxes

POISON OF PROGRESS

By HERBERT QUICK

France is taking it—the poison of progress. She is going the way of old New England. France has always resisted the mania for manufacturing at the expense of agriculture. The war has infected her. In fact, she waged the war more largely for the purpose of getting at this poison than for self-defense. She wanted Alsace-Lorraine and the Saar so she could take the place in the industries from which Germany was to be beaten.

Now her creditors are assured by economists that France will come through to solvency by the development of her manufactures and mines. She is converting herself from a self-supporting, largely agricultural nation to a status like that of Great Britain and Germany.

There now appears in France that most ominous of all signs—the abandonment of agriculture. Think of abandoned farms in France! But there was a time when one would have exclaimed at them in New England, where one now finds the old land, where one now finds the old houses of our forefathers buried in the forest which has crept back to mask the failure of our civilization to resist disease.

For the mania for manufacturing is a disease. To be sure, as the wants of mankind grow more of the energy of the race must be expended in mining and manufacturing. The agricultural needs of man increase with social advancement by addition only. His manufactured necessities grow by multiplication up to a certain point. So far the increased emphasis on making things is justified. For all that, however, the infection which has mastered Britain decades ago which has got so strong in France, the hyperthyroid of manufacturing, the overbalancing of rural by urban life.

For the mania for manufacturing is a disease. To be sure, as the wants of mankind grow more of the energy of the race must be expended in mining and manufacturing. The agricultural needs of man increase with social advancement by addition only. His manufactured necessities grow by multiplication up to a certain point. So far the increased emphasis on making things is justified.

For all that, however, the infection which has mastered Britain decades ago which has got so strong in France, the hyperthyroid of manufacturing, the overbalancing of rural by urban life.

Dependence upon manufacturing is justified in any people when the rest of the world is largely agricultural, and then only a hundred years ago Britain had certain manufactures in the great peoples which did not manufacture for themselves. Now, however, all the nations are striving to manufacture all they need. All of them see the future when they will not only make all they need but send surpluses to the rest of the world. India, China, all Asia—is now the last of the great markets. But it will probably not be twenty-five years before the Asiatic will be competitors of the great manufacturing nations.

What is the remainder of the quotation? "A thing of beauty is a joy forever" and whom was it written?

The quotation is: "A thing of beauty is a joy forever; its loveliness increases; it will never pass into nothingness."

It is from "Endymion" by John Keats.

What is the best method of treating ropes to make them resist decay when exposed to the weather?

Perhaps the time honored method of tarring them. For this purpose pine tar pitch is used. It is swabbed

wouldn't take the crick out of the taxpayer's back. He would just be fattened for a good killing by State and Federal levies.

Waterways

RICHARD LIEBER, speaking before the Indiana Water Works Association recently, suggested the possibility of developing waterways—canals and rivers—in the State as carriers of heavy freight.

Water transportation has been a favorite theme in the States of the Ohio Valley for a century. Some way the dream fails to materialize.

Theoretically development of inland waterways is feasible—and would save vast sums in freight charges. Water transportation is cheap. Heavy traffic doesn't wear out water as it does highways or steel rails.

However, despite the attractiveness of the theory, there is a catch in it some place. The Federal Government has dumped millions into river improvement. The only visible results have been political, not economic.

Indiana, between 1830-1840, embarked on an elaborate scheme to cover the State with a network of canals. The scheme covered the State knee-deep in debt—but that was all.

Today all that remains of that great canal project is the open ditch from W. Washington St. to Broad Ripple, the ancient ghost of the Central Canal.

Indiana waterways, though robust and vigorous in the plan stage, always develop a fatal weakness when constructed. They carry more enthusiasm than freight. Enthusiasm won't pay interest charges on the bonds.

Conversion

MEN are easier to convert than women. So asserted an evangelist—conducting services at the Meridian Heights Presbyterian Church—the other night in his sermon.

The statement is interesting—if true.

Perhaps the difference is due to the relative wickedness of the sexes. Men plunge into the sea of iniquity over their heads. They are easily persuaded to accept a life preserver.

Women, generally, don't immerse themselves all over in wickedness. They only dabble in it close to shore and get their feet wet. Perhaps they don't feel as acutely their imminent peril.

Husbands, however, will say that women are less easily converted because of their stubbornness. When a woman refuses to believe he was "detained downtown" by "business