

The Indianapolis Times

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No law shall be passed restraining the free interchange of thought and opinion, or restricting the right to speak, write, or print freely, on any subject whatever.—Constitution of Indiana.

KNOW YOUR STATE

INDIANA is one of three States without a public debt, and the only industrial State with this distinction. The payment of notes July 1 removed from the records the remaining obligations and there is now no charge against the taxpayers, so far as Indiana State government is concerned, except for current necessities.

THE WRONG WAY

The dynamiting of street cars is the one sure way of driving away from any sympathetic attitude of mind all persons who may feel that the street car men have a right to more wages.

The people of this city are entitled to service. They must ride in safety.

To attempt any terrorism by frightening people from cars means to lose friends, not make them. For it is no part of American character to yield to threats or bow to fear.

That a few misguided, hot-headed, criminal and very foolish persons might resort to force is easily understood. For violence always begets violence and intolerance breeds hate.

The citizens committee which endeavored to bring peace through a fair inquiry into facts and a settlement on the basis of substantial justice rather than technical questions of commas in contracts, was the one body which has endeavored in any way to represent an enlightened viewpoint on the matter of this dispute.

The attitude of the company has been that it is a private quarrel to be fought out with all the old weapons of temporary bonuses, high priced lawyers and new men on the jobs until those who struck get hungry enough to come back on old terms.

The attitude of the leaders of the strikers has been similar obstinate, has made the same old appeals and used the same arguments that were used when the strike was the usual and not the unusual thing in industry.

The Governor and the mayor have taken no interest and the final confession of impotency was made when the mayor refused to talk to a delegation of women who wanted him to take some steps for peace.

The public, which is most interested and which wants and demands service and which pays the bills in the end, has not been in the matter at all.

It is the public which feels the violence. It is the public which eventually pays the large price.

Sending men to jail, resorting to bombs, terror and violence, intolerance and hate do not settle problems. They only create new ones.

POLICE AND POLITICS

When Mayor Duvall promises a substitute for civil service in the police and fire departments, for the definite purpose of taking the police force out of politics, he indicts the present condition of that department.

It is a confession that politics does rule the police department, and the wrong kind of politics at that.

Very recently Prosecutor Remy charged that officers on the force were changed and shifted in order to protect the bootlegger and the violator of laws.

He charged, also, that when he had definitely proved that certain policemen had been accepting favors from those who violated the laws, the one action of the board of safety was a gentle chiding that left these men in their old jobs.

If the mayor is sincere in his desire to take politics out of the police department, he could make a much better start by refusing to listen to those politicians who give orders that certain districts and certain individuals be left untouched.

It is hardly possible that the mayor will insist that the laws are being enforced completely or that they are not disregarded openly in some sections.

He would hardly pretend that it is impossible to stop the sale of alcohol if it were not to the interests of the ruling bosses to have that alcohol peddled and sold.

The trouble is that the wrong kind of politics has ruled the police department.

It has been the same sort of politics which sends repeaters into primaries and countenances fraud in elections.

The politics that control the jobs or the working conditions of the men on the force has been the sort which makes vice and law violation easy.

The mayor has only to walk three blocks down one of the main streets on any night to find the direct results of politics upon the police activities.

Perhaps the remedy lies in putting a different kind of politics into that department.

If that force was given the idea that it was there to enforce all laws without fear or favor, that its duty was to enlarge the respect of the common citizen for its efficiency and its impartiality, that the duty of every man was to increase respect for the department and that the promotions went to men who were the most efficient instead of to the closest friends and most valuable aids on election day, he would not be driven to the selection of citizens to act as an alibi for his board of safety.

BORNO'S METHODS

Illuminatingly it ended, this brilliant visit to the United States of a chief executive of Haiti.

Arrived back in Port Au Prince, the memory of military salutes, bankers' banquets and capital's kindness still fresh, President Louis Borno, if scanty news reports are correct, celebrated expansively by jailing seven Haitian editors.

The editors are accused, it is said, of having created a hostile demonstration when the president sailed for this country, and of having while he was here, cabled to a Washington newspaper a petition for relief from anarchy alleged to be prevalent under American occupation.

The report supports allegations made repeatedly in Congress by Senator King of Utah. In resolutions demanding withdrawal of all American military forces from Haiti, Senator King asserted that it is claimed the actual government of Haiti is in the hands of General Russell, who is supported by the military forces of the United States; that Borno and the concil of state is subject to his will and act in accordance with directions given by him; that the

Tracy

Ho Hum! Let's Have a Look at What's Going on in the World.

By M. E. Tracy

Ferguson apparently beaten in Texas.

Applications filed for merging the Kansas City Southern, "Katy" and St. Louis Southwestern Railroads; Col. Ned Green, dry chief of Northern California, suspended and admitting that he takes a drink on the job.

Erastus L. Austin, director of the Philadelphia Sesquicentennial exposition, fined four dollars and costs for keeping the show open on Sunday.

Robert Scott confessing that he really killed the man for whose murder his brother, Russell, faces death on the gallows, but only after he had lied about it on the witness stand to save himself from a similar fate.

Von Hindenburg suing the Reds for libel.

Poincaré planning to issue more paper money and raise taxes in France.

Crowds still hooting Americans in Paris, but with shopkeepers, hotel men and taxi-cab drivers trying to stop them for fear that patronage will dwindle.

Hiram Johnson trying to make political war medicine out of the uproar in Europe, but with Senator Borah twenty-four hours ahead and still going strong.

President Coolidge in a mood to approve plans for a dirigible three times as big as the destroyed Shenandoah, which may have nothing at all to do with the European uproar.

The usual number of crimes and accidents.

Let each one pick what he thinks is worth remembering and discussing.

The Most Important

To my mind, the European attitude and prohibition are the most important problems we face for the moment, and furnish a background for the most important news.

Here subsidies to private aviation companies have been avoided. That may be the right policy. It may not. It is certain, however, that as long as it is generally followed we will continue to stay close to the ground as a nation.

The Germans have conclusively demonstrated that commercial aviation can be made safe and convenient. The only question remaining is whether we want to pay for similar service.

GERMANY'S SUCCESS IN AIR

A total of 55,185 passengers traveled by commercial air routes in Germany in 1925. Only two were killed.

Of 18,634 flights undertaken on fifty-six routes between the principal German cities, only eleven resulted in accidents, most of them minor.

The mayor of Berlin has an airplane as part of his official equipment.

One has only to go back a few years to find higher fatality ratios on American railroads than those on present German air routes.

The airplane is an established part of Germany's business and industrial equipment.

It's not pleasant to contrast this development with that in the native land of Orville Wright, who first demonstrated the possibility of heavier-than-air flight.

When the American around-the-world travelers, seeking to break a speed record, came to their native land they had to appeal to the army for air transportation. They could find no commercial carriers.

If one wants to make a quick jump between the principal cities in this country he has to charter a plane if he can find one.

The chief reason for the rapid development of commercial flying in Germany and on the continent generally seems to lie in government aid. In Germany, denied a chance to develop military aviation by the peace terms, the government subsidizes the commercial companies. Planes are regarded as a good government investment.

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