



## The Indianapolis Times

(A SCRIPPS-HOWARD NEWSPAPER)  
Owned and published daily (except Sunday) by The Indianapolis Times Publishing Co., 214-220 W. Maryland Street, Indianapolis, Ind. Price in Marion County, 2 cents—10 cents a week.  
BOYD GURLEY, Editor. ROY W. HOWARD, President. FRANK G. MORRISON, Business Manager.  
PHONE—MAIN 3500. SATURDAY, MARCH 31, 1928.  
Member of United Press, Scripps-Howard Newspaper Alliance, Newspaper Enterprise Association, Newspaper Information Service and Audit Bureau of Circulations.

"Give Light and the People Will Find Their Own Way."—Dante.

### Frank B. Willis

The career of Frank B. Willis came to a tragic end last night. In his little home city, among his own people, gathered to cheer his candidacy for the office of president, he was stricken without warning by the hand of death.

His going will be mourned sincerely by the thousands who knew him personally—and whom he knew as Jim, or Joe, or John—and by other thousands who looked to him as a leader.

A native of Ohio, a graduate of the State's common schools and of one of the State's universities, his life followed a course not unlike that of many another Ohio Statesman. He taught school, practiced law, was elected to the State Legislature, then to Congress for two terms, then to the governorship, and finally to the United States Senate, in which he was serving his second term.

He placed Warren G. Harding in nomination for the presidency at the Republican convention in 1920 and this year aspired to the office for himself.

Senator Willis represented certain views in American politics and he represented these views with such personality and force as to bring him into a natural leadership.

It is needless to say that this newspaper has not been in accord with Senator Willis in many matters of public policy, but there never has been a time when it has failed to respect the earnestness of his purpose, or when it has failed to recognize him as a worthy opponent. It could not be otherwise.

Willis' death is of far-reaching importance politically, but this is scarcely the time to seek to estimate its effect. Rather is it a time to express our regrets at the passing of a redoubtable political foeman and a friend our sincere sympathy to his family and to that great host of Ohioans whom he called by their first names.

### Let's Ask Ford

The Senate committee investigating conditions in the coal fields of Pennsylvania, West Virginia and Ohio, is considering a request to Henry Ford to appear before it as a witness.

The committee would not ask Ford, as it has Charles M. Schwab, John D. Rockefeller Jr., R. B. Mellon and others concerning charges that employees in the coal mines are underpaid, denied their constitutional rights, and coerced through arbitrary court actions.

On the contrary, the committee would ask Mr. Ford concerning reports that conditions in his mines in West Virginia are very pleasant. Committee members have been told that Ford pays his miners \$8 a day, or more than provided by the Jacksonville agreement, which other operators repudiated to reduce wages.

It seems a fair assumption that Mr. Ford figures his coal mining pays, or he would not operate his mines. How can he afford to pay his miners \$8 a day?

By all means let the committee ask Mr. Ford. It will be recalled that his high wage policy of earlier years was a shock to the elder industrialists, but that many of them since have been persuaded to his way of thinking.

In any event, if he has given any thought at all to the problems of the coal industry, his suggestions would be helpful to the committee.

### Congress and the Nicaraguan Canal

Before Congress adjourns for the summer it should start the ball rolling for the proposed canal across Nicaragua.

Several bills already have been introduced with that in view, notably one just presented by Senator McKellar of Tennessee, and another by Senator Edge of New Jersey. But somehow none of these seems to fit the situation.

The Edge resolution, for instance, merely authorizes the President to direct the Secretary of War to resurvey the Nicaraguan canal route at a cost of \$500,000. And that does not go far enough.

On the other hand, the McKellar bill perhaps goes too far in the other direction, providing a complete program for the entire works, from a resurvey up to, and including, the issuance of \$200,000,000 worth of 3 per cent bonds to finish the job.

A cross between these two measures would seem to be more to the point. Not only is a resurvey of the route desirable, but before Congress passes on the other phases of this titanic undertaking the claims of Costa Rica, Honduras and Salvador—which countries contend that the project would infringe upon their rights as sovereign nations—should be adjusted.

What Congress well might do, therefore, before it shuts up shop a few weeks hence, is to take steps to have a complete report prepared by a competent commission, or commissions, dealing with both phases of the situation.

After which it will be in possession of the data necessary for an intelligent discussion of the remainder of the program.

Senator McKellar, for example, would seem to have in mind a sea-level canal. That, of course, is an impracticable dream. The principal thing that recommends this particular site is the presence of Lake Nicaragua in the middle of the route, one of the largest inland bodies of water south of the Great Lakes, and already navigable for large vessels.

A sea-level canal would drain this lake and necessitate digging a colossal ditch some sixty-five miles across its dry bed.

Furthermore, there is no use fooling ourselves as to the cost of a Nicaraguan canal—even one utilizing Lake Nicaragua for nearly half the distance across the isthmus. The \$200,000,000 bond issue proposed by the McKellar bill, would not be anything like enough. The Panama canal cost \$370,000,000 and the Nicaraguan project is bigger still.

However, while the cost of labor has gone up considerably since the Panama canal was dug, dredging and steam shoveling have been improved tremendously, so it is likely that the \$1,000,000,000 estimate recently made by Gen. Lansing H. Beach for the War Department would be found high.

But even if it cost \$1 billion dollars, a second

canal would be worth the price as additional national insurance. Anything could happen to the Panama canal if we went to war, and something almost surely would, with disastrous effects upon the United States. We ought not to carry all our eggs in one basket any longer than we have to.

Let us not forget that when the Panama canal first was proposed, people said it never would be anything but a rat hole down which would pour an endless stream of the people's money. It never would pay commercially, they said.

Last year it collected \$25,544,000 in tolls, \$14,000,000 of which was clear profit. It will pay for itself in another ten years.

The indications are that Panama soon will be in demand for shipping. This may come in ten or twelve years—much sooner than most people expect. The world seems to be on the eve of a great commercial awakening and certainly Central and South America are going to develop in the next few decades since the United States has developed in the recent past.

All this will make for an immense increase of shipping at sea and the consequent need of additional facilities for passing from one ocean to the other.

It would take from ten to fifteen years to dig the Nicaraguan canal, so we've no time to lose. Congress should take the first steps before it goes home.

**Our Growing Airplane Industry**  
When someone tells you, "Oh, the airplane will never be as popular as the automobile," don't be too ready to believe him.

The airplane industry in this country is enjoying the best of health right now. In 1926 there were sixty-seven airplane factories; at the close of 1927 there were 103. Every one was, and is, working to capacity. More than 2,300 airplanes were sold in this country last year—more than half of them to private individuals.

There are other indications. Eddie Rickenbacker, returning from a trip to the far west, reports that at Portland, Ore., an airplane school is selling planes "faster than a good auto dealer sells cars," and has 270 students in training. At Cleveland, Ohio, 25,000 people went out to the airport on a spring Sunday, drawn by a desire to see airplanes and talk with fliers.

These are straws showing which way the wind blows. It looks as though aviation in America is on the eve of a perfectly amazing development.

### Mellon and Couzens

We do wish Senator Couzens and Secretary Mellon wouldn't fight so. Both are very wealthy men. Anatole France remarked that in a democracy wealth is the only thing that is sacred. If we are to reverse wealth as we should, we must never admit that either of these men could be wrong.

Can Secretary Mellon find a poorer senator to tilt with? Or can Senator Couzens attack some Cabinet minister who only has a paltry million or so? This spectacle is heart-breaking.

Surely, \$100,000,000 can't be wrong. Yet one or another of these men must be mistaken. It's all very confusing to one who wants to retain the proper reverence for men of great wealth.

### City of Long Life

Various cities and towns find many different things to which they point with pride.

We submit that the town of Monon, Ind., can put its chest out for a very good reason.

Monon has 1,500 inhabitants. During all of 1927 no child died in Monon, nor was there any death from a communicable disease.

Here is a record that means something. Let's hope that there will be more towns in Monon's class at the end of 1928.

It seems a fair assumption that Mr. Ford figures his coal mining pays, or he would not operate his mines. How can he afford to pay his miners \$8 a day?

By all means let the committee ask Mr. Ford. It will be recalled that his high wage policy of earlier years was a shock to the elder industrialists, but that many of them since have been persuaded to his way of thinking.

In any event, if he has given any thought at all to the problems of the coal industry, his suggestions would be helpful to the committee.

**David Dietz on Science**

### Fame, and Then Tragedy

No. 12

THE discovery of radium by Madame Curie was the climax of a sequence of important scientific events. Let us trace the steps briefly.

Sir William Crookes discovered that an electric discharge caused the walls of a vacuum tube to become phosphorescent. Prof. Wilhelm Roentgen discovered that such a tube gave off X-rays.

Prof. Henri Becquerel discovered that the salts of uranium gave off rays similar to the X-rays. That was in 1896.

That same year Madame Curie, the wife of Pierre Curie, a French college instructor, decided to see if any other substances gave off these same rays.

She discovered that thorium gave off similar rays.

But she made a second discovery of even greater importance. She found that an ore called pitchblende, which contained uranium, gave off more rays than did a pure uranium salt.

This, she reasoned correctly, could only mean that there was something in pitchblende that was a more powerful source of the rays than was uranium.

Pierre abandoned his own work to help his wife and the two set to work to find out if they could find the mysterious "something."

Two years later, in 1898, they announced to the world the discovery of radium.

They had started their experiments with a ton of pitchblende. Gradually they had separated it into its constituent elements, eliminating them one by one, as possible sources of the powerful rays.

When they finished, their ton of pitchblende had been reduced to a few grains of radium.

By 1900 they had established many facts about radium and as a consequence new ideas concerning the nature of matter were beginning to be developed.

In 1903 the Nobel prize was awarded to the Curies.

On April 19, 1903 Pierre Curie attended a reunion of the Association of Professors.

After the meeting, he was crossing the Rue Dauphine. Perhaps his mind was on radium instead of traffic. A wagon struck him. The wheels went over him, causing concussion of the brain.

A sea-level canal would drain this lake and necessitate digging a colossal ditch some sixty-five miles across its dry bed.

Furthermore, there is no use fooling ourselves as to the cost of a Nicaraguan canal—even one utilizing Lake Nicaragua for nearly half the distance across the isthmus. The \$200,000,000 bond issue proposed by the McKellar bill, would not be anything like enough. The Panama canal cost \$370,000,000 and the Nicaraguan project is bigger still.

However, while the cost of labor has gone up considerably since the Panama canal was dug, dredging and steam shoveling have been improved tremendously, so it is likely that the \$1,000,000,000 estimate recently made by Gen. Lansing H. Beach for the War Department would be found high.

But even if it cost \$1 billion dollars, a second

### BRIDGE ME ANOTHER

(Copyright, 1928, by The Ready Reference Publishing Company)

BY W. W. WENTWORTH

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

1. When leading through strength, it is advisable to lead through solid suits in preference to strong broken suits?

2. First hand bids no trump. Second hand doubles. Third hand passes. Fourth hand holds: Hearts—9; clubs—7 1/2; diamonds—A K X X X; spades—J 9 7 5. What should fourth hand bid?

3. At what point in the game should you take a ruff in strong hand?

The Answers

1. Broken suits.
2. Two spades.
3. Later in game, unless you can cross ruff.

### Times Readers Voice Views

The name and address of the author will be acknowledged if requested, but request will not be published. Letters not exceeding 200 words will receive preference.

Editor: Times:

The hope of Senator Watson that he may secure the nomination of his party for the presidency is by no means so unfounded as you seem to think. For more than two years he has been conducting a very ardent campaign.

That long has been subservient to the beneficiaries of our protective tariff cannot be doubted, and yet he hopes to get many votes from the agricultural States.

He has supported the McNary-Haugen bill and perhaps has fooled many farmers to the extent of believing that if he were President he would do something to relieve their economic ills. He is favorably located to do this.

No candidate, of either party, east of Indiana and north of the Mason-Dixon line, can hope to get the united support of the farmers. Thus he can say to the East "You know me, Al!"

To the West he can say, "Have I not supported the legislation you have been demanding for the last two years?"

When it comes to that stage of the convention when a few bosses meet at midnight in a hotel room to decide who shall receive the nomination, his henchmen can say, "Jim Watson is the only man who can get the votes of the farmers and at the same time make the East shell out the campaign funds. We must have him to win this election."

In case of his nomination and election, there can be little doubt that he would give his support to the manufacturers, rather than to the farmers. True, he might be willing to sign some bill, such as the McNary-Haugen bill in its present emasculated form, in which it can be of no benefit to the farmers.

But he would not, in face of those who benefit from our protective tariff, sign such a bill as was passed by the Congress and vetoed by the President a year ago.

Please do not underrate the fact that "Jim is a slick one."

HORACE CHADWICK.  
Morristown, Ind.

Editor's Notes:

I have oftentimes wondered if it was not the publicity that was given to your fair city, of the record-breaking mayoralty race, or of another Governor being jealous of a former Governor trying to break into the penitentiary, that has kept automobile manufacturers from putting horns or sirens on their cars that they send into this city, so that people would not recognize them.

If I had not recognized the fact and had been sleeping instead of keeping my eyes open, I would have been knocked down a dozen times the past week. I think one man didn't like it because I did not get in front of his car and he used vile language, but I didn't feel inclined to please him.

The police department ought to be commended for the work it is doing in warring against these "hit and run" drivers. Why can't the public help them by blowing their horns—I mean the automobile horns? That would help considerably and it would mean another step toward a larger and better Indianapolis.

Yours till the auto horns come in fashion.

R. CLYDE NEILL.

### Questions and Answers

You can get an answer to any answerable question of fact or information by writing to Frederick M. Kirby, Question Department, The Indianapolis Star, Washington Bldg., 1322 New York Ave., Washington, D. C., enclosing two cents in postage for reply. A question of this kind cannot be given, nor can an answer be made to a question that requires personal information.

Unsigned requests cannot be answered.

Address all correspondence to the Indianapolis Star.

Editor is cordially invited to make use of this free-service as often as you please.

Editor's service is free-service as often as you please.

Editor's service is free-service as often as you please.

Editor's service is free-service as often as you please.

Editor's service is free-service as often as you please.