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

The Issue Is Clear

The nomination of Frank C. Dailey for Governor on the Democratic ticket makes the issue clear and plain.

The election in November will determine whether a majority of the citizens of this State are opposed to the corrupt forces which have controlled its government in the past few years.

The Democratic party hardly needed a platform to create this issue or even to state it.

The career of Dailey as the foe of corruption, his unwavering devotion to duty in office is in contrast with the political history of his opponent.

The shadow of shame which came with Stephenson still hangs over the Republican ticket. It was named very largely by heirs to the Stephenson political power.

The nomination of Dailey offers the opportunity to the citizen who has been shocked by some of the recent revelations to register a rebuke.

The election of Dailey will be the best advertisement which Indiana can have as evidence of the end of her political nightmares and governmental jags.

The independent in politics at last has a candidate who means more than a party label.

It is seldom that the man and the issue are identical. It so happens that Dailey does furnish in himself the only platform needed. The contrast with Leslie and the Leslie nomination leaves no one in doubt.

Now can there be any doubt as to the result in November. Indiana is honest at heart. It is still American. That is why the demand for Dailey was insistent and imperative.

The Last Day

To remove any doubt that the Muscle Shoals bill, overwhelmingly voted by Congress, shall be law, President Coolidge must sign it before midnight tonight.

The act of Congress simply retains for the American people a great project built with the people's money. It withholds this valuable property from the hands of private interests that have been reaching for it.

Since these private interests are the same that have aroused the anger of the country by the extremes to which they have gone in their efforts to influence the Government, and since it will be these same interests who get Muscle Shoals if the Government does not keep it, the country is deeply concerned by what the President may do.

A veto will provide the Democratic candidate with a better issue this summer than any Democrat has dared to hope.

Perils of Ocean Flights

Since the first of this year, thirty-five fliers and their passengers have met their death in attempting ocean flights.

Brave men and women they have been, and doubtless, if they could speak to us now, they would say that they do not regret the manner of their going.

"There must be pioneers," has been their slogan, and they have died drinking the heady wine of courageous excitement. They have sensed the greatest thrill, have been at the top of the world in spirit.

We envy them, wish that we had the nerve to do something like that ourselves. But we regret with all our hearts this terrific toll. We can't afford to lose men and women of this type.

For that reason we recommend careful reading of an article by Commander Richard E. Byrd, retired officer of the United States Navy, a flier and navigator with a remarkable list of successful flights to his credit, appearing in the current issue of the Saturday Evening Post.

It is entitled "Don't Let Them Die," and it is an appeal for greater precautions, longer and more careful planning, and, though Byrd does not put it, in these terms, for more money to be spent for the planes which are to undergo the test of ocean travel.

Briefly, Byrd recommends tri-motored planes for ocean flights. One hundred per cent of three-engined transoceanic planes which have started across, he says, have reached their destination, whereas only about one-fourth of the single-engined planes that started succeeded.

Three-engined planes are bigger, more expensive, require more care to operate, are heavier than the small planes and can't go so fast.

Byrd admits that if there are plenty of landing places along the route, it is better to use single-engined planes. But there aren't any landing places in the ocean.

Any two engines of the three-engined plane will keep the ship aloft. One engine can go bad and if there are cat-walks provided, a mechanic can go out and tinker with the engine until all is well again.

Byrd urges that trans-oceanic fliers carry rubber boats with them. His rubber boat saved his life and that of his men in their trip to Paris last summer. Few of the planes going across last summer were equipped with these boats, he says, and furthermore, "I know most of the planes for ocean flights this summer are omitting just this sort of thing."

Landing flares, which fliers can drop into the water, will help them make landings on a dark night. Landing on the water without being able accurately to tell where its surface is, may be worse than landing on concrete, Byrd says.

He says that little quarter-pound flares saved the lives of his crew last June at Ver-sur-Mer. Byrd says that landing flares were not part of the equipment ordinarily carried by fliers last summer.

Other devices which this experienced navigator thinks are absolutely essential on planes to make ocean hops are luminous instruments, on the dash-

board and plenty of thermometers all around the planes.

He recommends a radio sending set as part of the equipment also, and thinks it would be well if trans-oceanic fliers knew and used a speed and drift indicator for measuring speed over the ground and water and drift caused by the wind.

Without taking necessary precautions this summer, Byrd says, many young men and women of the cream of our civilization will go down to watery graves.

"Are we going to sit idly by," he asks, "and watch these young Americans go to their deaths and never raise a hand to try to stop them?"

Senator Glass and the Reserve Board

In his sharp criticism of the present drift of the Federal reserve system, Senator Carter Glass exhibits quality of statesmanship pleasing in these days when every one is asked to rally to great, all-pervading principles.

The Senator's grievances against the present course of the reserve system are two:

1. That the reserve board a year ago forced a uniform rediscount rate on all reserve banks, and thus took a decisive step toward banking centralization in Washington.

2. That the reserve system has not kept the volume of "brokers' loans" within reasonable bounds, and thus allowed billions of dollars of the country's credit resources to be drawn to New York for stock gambling purposes.

An attempt to base these grievances on an appeal to "principles" is obviously difficult.

If the principle of decentralized banking is appealed to, then the reserve board was wrong last summer when it dictated the rediscount rate to be charged by the Chicago reserve bank.

But on the same principle, the board has acted well in letting "brokers' loans" run their course without taking decisive steps to force the New York reserve bank to curb them.

Senator Glass, however, is not sidetracked by a hunt for a principle in criticizing the reserve system.

He thinks centralized dictation of rediscounts is bad, and that the present enormously high levels of "brokers' loans" are dangerous to the welfare of the reserve system.

Therefore, says Senator Glass, let's get busy without any legislative formality and straighten this situation out.

The "brokers' loan" expansion, he says, "should be corrected administratively. The board at Washington is clothed with ample power and courageously should exercise it."

The reserve board apparently is also clothed with power to fix the rediscount rates of the twelve reserve banks; at least so Senator Glass has contended on previous occasions. But that power, he thinks, should not now be exercised.

What's the broad principle involved?

There apparently isn't any, but that does not detract from the Virginia Senator's timely criticism of the drift of the reserve system.

Deprivation's Lesson

Nations, like individuals, are often benefited by being deprived of things. It makes them develop resources of their own.

Potash salts are very essential to agriculture and industry. The United States always used to import most of its supply from Germany. But when the World War came along this source was shut off, and some new source had to be found.

If they wait long enough some one will invent a way—the Mussolini way, the Soviet way, the Pilsudski way, the Soviet way.

The Italiens do not have to bother their heads much about politics these days. Neither do the Poles nor the Russians. They have been relieved of the drudgery.

David Dietz on Science

Earth Is Bombardeed

No. 70

An apparent connection exists between spots on the sun and magnetic storms here on earth. This fact has stimulated the investigation of both the earth's magnetism and the nature of sun-spots and in time is expected to throw important light upon both subjects.

It was noticed many years ago that magnetic storms which throw telephone and telegraph lines out of order and render the compass useless frequently occur at the same time that unusually intense displays of the aurora or northern lights are seen. It was further noticed that both of these things frequently occur at the same time that unusually large spots are to be seen upon the sun.

This immediately led scientists to hunt for some connection between these various phenomena.

It was seen at once that there could be no direct magnetic connection between the sun-spots and the earth because the sun is so far away. The sun is 93,000,000 miles from the earth. But since it was supposed by many that the earth's magnetism was the result of electric currents in the earth or the earth's atmosphere, the theory arose that the sun-spots might be like huge cannon, bombarding the earth with some sort of electrical radiation.

One theory is that the sun-spots are bombarding the earth with electrons, the negatively charged particles which compose the outer portions of the atoms of matter.

The correlation of magnetic storms and sun-spots is not as good as it might be, however. Sometimes severe magnetic storms occur when no sun-spots are visible. On the other hand, large spots sometimes appear and no storms take place.

The British astronomer Maundur advanced a theory to explain this. His hypothesis was that the solar activity which causes the magnetic disturbances on earth is not in the sun-spots themselves, but in areas where sun-spots are formed. This activity, according to his theory, can go on before a spot has appeared and can continue after it has disappeared.

There are other difficulties to be faced as well. If magnetic storms resulted from electrons or other electrical radiations from the sun, we should expect the storm to start in the region of the earth turned toward the sun. But magnetic storms seem to occur simultaneously all over the earth.

Other devices which this experienced navigator thinks are absolutely essential on planes to make ocean hops are luminous instruments, on the dash-

M. E. TRACY SAYS:

"This Is a Day of Organization Not Only in Government, but in Practically All the Important Phases of Human Endeavor. Especially Is It a Day of Organized Industry."

WITH a steam roller which has been knocked all out of whack by the numerous monkey wrenches thrown at it, but which turns to be in first-class condition, the Hoover contingent moves merrily toward its objective at Kansas City.

Four days ago it looked as though there were no less than half a dozen doubtful contests for seventy odd Southern delegates in which the anti-Hoover crowd would enjoy at least an even break.

Now it looks as though none but Hooverites need apply.

At first, there was ground for suspecting that the Republican national committee might be favoring "illy whites" as opposed to "black and tans," but as the plot thickens, the determination to take Hoover delegates, and none but Hoover delegates, quite regardless of race, color or previous condition of servitude becomes inadmissible.

Those who regard the lack of idealism and possible injustice such a process involves, can console themselves by recollecting that the anti-Hoover crowd would have done the same thing if it could.

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