



## 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; elsewhere, 3 cents—12 cents a week.

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SATURDAY, FEB. 16, 1929.

Member of United Press, Scripps Howard Newspaper Alliance, Newspaper Information Service and Audit Bureau of Circulations.

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

### Secret Dictatorships

Just how necessary is the registration of voters, as demanded by the League of Women Voters, is demonstrated by revelations in Lake county.

Flaunting the United States government, defying any public demand for ordinary honesty, that county controls the state of Indiana and controls it through more than suspicious circumstances.

It was this county in 1926 which sent in delayed returns with just enough majority to elect Senator Watson.

In the last election it now develops that many thousands more votes were counted than were listed by political workers as the possible limit.

The events of the last election suggest that under present conditions, voting in Indiana is a farce.

As long as the Lake county machine, with its \$100,000-a-year county officials, control the voting and the "investigation" of crimes, the result can be safely forecast.

It is declared that in the early afternoon but 35,000 votes had been cast and that the Republican leader announced that they were about evenly divided between parties.

Between the hours of 2 and 6, 45,000 more "votes" were cast, a practical and physical impossibility.

Many challenges were made and affidavits made by those interested in seeing truck loads of Negro voters, suspiciously suggestive of Chicago rather than Indiana, cast a ballot.

These affidavits have, so it is reported, been impounded by the prosecuting attorney of Lake county and been withheld from federal investigators.

When any public prosecutor can refuse information, which might indicate frauds in federal elections, to federal investigators, we have a new form of government.

The women of the state, acting through the League of Women Voters, have sensed the situation.

They understand that an election without a registration of voters is not an election, but a sham contest in which real votes are nullified by crooked ballots.

They understand that the government of the people becomes, in fact, a secret dictatorship by greedy politicians.

The politicians also understand. That is, why the legislature seems so intent on killing every measure which might insure an honest vote. For the politicians, not the people, are apparently in control.

Unless some safeguard is provided, the zeal of women to bring out a large vote is a farce. For every vote can be, evidently in Lake county, balanced by one from a cemetery, Chicago, or the imagination of those who count the ballots.

### Another Arms Conference?

British feelers for new naval limitation negotiations with the United States will be welcomed by friends of peace everywhere. There can be no stable world peace without reconciliation of the present Anglo-American disputes. Hence the importance of the official statement of Sir Esme Howard, British ambassador at Washington.

"Everything points toward an early resumption of negotiations, and with far better understanding of the needs of the respective parties than existed at Geneva in 1927, there should be a very good prospect of their being brought to a satisfactory conclusion," the ambassador said.

Certain critics look with suspicion on this latest move by the British government. One American group sees in it an attempt to influence congress to postpone the fifteen-cruiser building program for one year in line with President Coolidge's budget estimates, making no provision for immediate expenditures.

Some British liberals and laborites explain these feelers as an election weapon of the conservative government in the British campaign, by which the government hopes to wipe out the voters' resentment of its alleged anti-American policy in the Geneva conference and the Anglo-French "alliance."

Without specific information regarding motives of the London government, we prefer to believe that it is actuated solely by a desire for better Anglo-American relations and for the consequent advantage to British prosperity and peace!

But, just as it is desirable that both governments begin planning at this time for another conference, it is equally desirable that no conference be attempted this spring or summer. The disagreeable truth is that Anglo-American relations can not stand many more failures such as the Coolidge Geneva conference and the Anglo-French "alliance."

Any conference in which Britain is represented by the rule-or-ruin policy of the British admiralty will not only crash, but will give to American militarists a power over future American policy which they do not now possess.

Lord Robert Cecil, a member of the British Geneva delegation, in resigning revealed how completely the admiralty dominates the foreign office and present conservative government.

The only hope is for a new British government, armed with a popular mandate sufficiently strong to reduce the admiralty to a mere advisory capacity at the next naval conference.

There can be no doubt that British public and press as a whole have reacted sharply against the admiralty policy at Geneva and the Anglo-French deal, and reacted sharply in favor of a friendly agreement with the United States.

This popular pro-American sentiment in Britain can not register itself effectively until the general elections next May or June. At that time, presumably, it either will elect the labor-liberal opposition now campaigning on pro-American platforms, or will reduce the present die-hard majority enough to force a more peaceful foreign policy on the new and chastened conservative government.

In either case the next British government will be more apt to meet the Hoover administration half way in a settlement of the growing dispute over cruisers and freedom of the seas.

Sir Esme probably is right in foreseeing improved prospects of an agreement, provided we are not rushed into another abortive conference.

### The Question Now

Those persons who regard any sort of government participation in business as peculiarly sinful at last have succeeded in getting the government out of the shipping business.

The eleven remaining passenger vessels owned by the government, those in the United States lines and

the American Merchant lines, have been sold to a private concern.

There remains of the government's \$3,000,000,000 wartime fleet of 2,500 vessels some 235 in active service on a score of cargo lines and an equal number fit for service, but tied up. All these will be disposed of as rapidly as possible to private owners.

The shipping board characterized its latest transaction as "one of the greatest ship sales in maritime history," and expressed full confidence in the ability of the new owners to operate the lines profitably and to expand them. We hope this enthusiasm is justified.

The purchasing company has acquired a strong fleet at a fraction of its value. It will borrow from the government 75 per cent of the cost of the two new vessels it must build at a low rate of interest and will get mail contracts which are in effect a subsidy.

But more will be required if this and other private shipping ventures are to be successful. Results will depend, as in any other business, on the capacity and enterprise of the operators, and their ability to meet and beat the competition of the maritime nations of the world.

The attitude of American shipping interests in the past decade has been, unlike that of most other businesses which have encountered foreign competition fearlessly and more than held their own. The shipping people have seemed to want the government to carry them.

They have devoted much of their energies to seeking government subsidies. They have sought to acquire ownership of the government's ships without price. They have been reluctant to strike out for themselves.

That is as it should be. If the federal reserve system was created for one purpose more than another, it was to prevent financial spasms.

Our economic history proves nothing more definitely than that too much inflation leads to unnecessary deflation.

Bull markets have inflation as their object, and pursue it without rhyme or reason. They can be depended on to go far enough, and do damage enough, even with the federal reserve system putting on the brakes.

There may have been justification for this. But because of the situation, this newspaper has felt that if the American flag were to be kept on the seas it would be wise for the government to remain in the shipping business and to make a real, determined effort to build up a strong merchant marine.

It is believed that such fleet profitably could serve American business of all sorts—even agriculture, which the government's ships did serve on several notable occasions. But real effort never was made.

Those charged with administering the merchant marine for the most part were convinced beforehand, like President Coolidge, that government operation could not succeed, and were more intent on disposing of the ships at any cost than in demonstrating that the government could operate them successfully.

A new era is developing. More than a thousand government cargo ships virtually have been given away, and 500 more are to be had by private operators. Mail subventions are in force. The government will lend to builders up to 75 per cent of the cost of constructing ships. The government has more than done its part.

The question now would seem to be whether private shipping interests can exhibit enough of our vaunted American ingenuity and business skill to hold their own under these favorable conditions.

Testimony offered in the Indiana investigation seems to indicate the government has been employing some Indian givers.

An English channel swimmer broke her engagement with a soldier, fearing marriage would "interfere with her career." Maybe she thought she wouldn't get along so swimmingly.

The day will come when men will live forever, according to an Edinburgh scientist. That'll give everybody a chance to get the last installment paid up.

It won't be long now until Easter, when the ladies can high-hat one another.

David Dietz on Science

### Sun-Spots Are Magnets

No. 281

STUDY of the sun with the spectroheliograph has revealed that the sun-spots are great whirlpools in the gaseous surface of the sun. They resemble, to a considerable degree, the waterspouts which are sometimes seen on the ocean, or the sandwhirls which occur on the desert.

To state the case more exactly, a sun spot is a great funnel-shaped vortex in the outer layers of the sun in which the gases are ascending with an upward and outward spiral motion.

As the gases rise and spread out in the vortex, they are cooled by expansion. This cooling explains why the sun-spot is darker than the surface of the sun.

We are indebted to Professor George Ellery Hale, the inventor of the spectroheliograph, for our knowledge of the nature of sun-spots. Dr. Hale demonstrated these facts by a series of experiments of great brilliancy extending over a number of years.

Dr. Hale also proved that the sun-spots were great magnets.

Physicists had known for a long time that if a powerful electro-magnet was placed near a source of light that the spectrum lines, when the light was examined with a spectroscope, would be found divided into two or more lines. That is, the magnet would cause each spectrum line to be split up into two or more lines. This is known as the Zeeman effect after the scientist who first discovered it.

Hale showed that when the light from a sun-spot was examined with the spectroscope, it exhibited the Zeeman effect.

In other words, each sun-spot is a magnet. The magnetic condition of sun-spots bears out the theory that the sun-spots are whirlpools. It is known that, due to the high temperature in the sun, a great deal of the gaseous material is in an ionized or electrified condition.

Such material whirled around in a circle, the effect would be the same as sending an electric current through a coil of wire; it would generate a magnetic field.

Hale has shown that some sun-spots exhibit a north magnetic polarity while others exhibit a south polarity. This is taken to mean that some of the sun-spots are righthanded vortices while others are lefthanded.

He has also shown that generally a large spot of one polarity will be followed by another large one or a group of small ones of opposite polarity.

He has also shown that if the spots in the northern hemisphere of the sun, for example, exhibit a north polarity during one cycle, they will exhibit a south polarity during the next one.

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M. E.

## TRACY

SAYS:

"Facts are the great need of America, especially those which bear on public policy."

SAN FRANCISCO, Cal., Feb. 16.—New York traction stocks go up. Some people seem to feel very sure not only that the question of increasing subway fares from 5 to 7 cents will be decided by the supreme court next Monday, but that it will be decided in the affirmative. Are they betting on a tip, or a hunch?

San Francisco has peculiar reasons for being interested in the New York subway case. Like New York, San Francisco has a nickel fare which it would like to retain. Also, like New York, it owns part of the transit system, though on a little different basis.

In San Francisco, the part of the transit system that publicly is owned is operated by the public. In New York, the part that is publicly owned is operated by private interests.

Mull Markets

THE advisory council of the federal reserve system backs up the federal reserve board in its efforts to call a halt on "excessive speculation."

That is as it should be.

If the federal reserve system was created for one purpose more than another, it was to prevent financial spasms.

Our economic history proves nothing more definitely than that too much inflation leads to unnecessary deflation.

Bull markets have inflation as

their object, and pursue it without rhyme or reason. They can be depended on to go far enough, and do damage enough, even with the federal reserve system putting on the brakes.

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