



The Indianapolis Times

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

Save the Schools

No court has taken away the chance of the people to rescue the schools from Coffinism. That opportunity for self government still exists.

The people should remember that the same sinister forces which gave the city a Duvall and the misrule ended by indictments, confessions and convictions, took charge of the public schools. The same hatreds and the same greed which captured the civic city also captured the schools.

The genius for misrule of that organization manifested itself in the schools as well as in the city government. And the contempt for public opinion, except when a retreat is necessary to evade complete annihilation, is shown by the fact that Coffinism hopes to keep its grip upon the schools for another four years and has its candidates for re-election to the commission.

The taxpayers are trying to obtain relief by appeals to the state tax board against extravagance. The deeper blight upon the spirit of the schools themselves and the taint upon the educational system can not be salvaged by any course except to take the schools away from Coffin and Shipp and the forces they represent.

The citizens' committee has brought a high and outstanding set of candidates into the field.

There are other candidates for the office who have been urged to enter the race. Some of them are most capable. Some of them, unquestionably, are as free from Coffinism as are the citizens' candidates. Some of them would serve well and have the highest of ideals.

There is the danger, of course, that a division of good citizens may permit the selfish, the sinister, the selfseekers of Coffinism to be elected.

It is to that danger which every good citizen who wishes to save the schools from Coffinism should address their attention.

It is very certain that Coffinism will vote as a unit and that the machine will not divide. Its followers will have no break in their ranks. They will vote according to orders.

The one hope left to them is that the good citizens, the men and women who have a decent regard for the public school system and are shamed by the thought that it is to become a political adjunct of a powerful political machine which has brought nothing but disaster, will divide their forces.

The one safe way to drive Coffinism from the schools, which would be some advance, is to stand solidly together at the polls for those who have pledged themselves to purge the schools of politics of all sorts.

Better Enforcement

The proposal to centralize prohibition enforcement in the department of justice again is to the fore. President Hoover has named John McNab, San Francisco lawyer, to study the administration of the dry laws and recommend changes. McNab will co-operate with the treasury and justice departments and the President's law enforcement commission.

Some months ago the President recommended that a joint committee from congress and the administrative departments make such study. Congress ignored the request and the President now is proceeding on his own. Congress must, of course, approve any changes that are made.

Now prohibition enforcement is under the treasury, in charge of an assistant secretary, who also directs the customs service and coast guard. There also is a bureau of prohibition under direction of a commissioner, who has immediate supervision of federal dry agents.

Prosecution of offenders, once they are apprehended, is carried on by the department of justice through its district attorneys.

Presumably the President's idea is to put the whole enforcement machinery in the hands of the justice department with the exception of the coast guard and customs, whose enforcement work is not their chief duty.

The suggested change appeals to common sense. The reason the treasury originally was charged with enforcement was that the internal revenue bureau always had administered the federal liquor laws. But since the matter of federal taxes no longer is involved, there is no particular reason why the treasury should be called upon to enforce this one law. The duty of the department of justice is to see that federal laws are obeyed and to prosecute violators.

A consolidation of enforcement and prosecution should make for greater efficiency and should expedite the trials of offenders. It should also make for economy, in that it will no longer be necessary to maintain two separate government establishments engaged in similar work.

President Hoover hopes to suggest the change to congress in December. This is wise, for whatever his law enforcement commission is able to accomplish, it is unlikely that results will be shown for a long time to come. If the government intends to make the sincere effort to enforce prohibition which drys say never has been done, the sooner it is undertaken, the better.

Wasteful Economy

Modern industry has no greater foe than the executive who has short-sighted ideas about economy. This is the conclusion reached by Charles F. Abbott, executive director of the American Institute of Steel Construction, in a speech before the National Industrial Advertisers' Association at Cincinnati.

Industrialists, said Mr. Abbott, must realize that true economy often lies in spending money freely.

M. E. Tracy

SAYS:

The Issue in the Shearer Navy Probe is Deceit and It Hits the Shipbuilding Companies.

FROM the questions thus far put to him, one gathers that the senate sub-committee is interested in nothing so much as taking William B. Shearer apart.

No detail of his career appears unimportant enough to escape the probe.

Was he arrested at such and such a time, did he take 730 pounds sterling on such and such an occasion, and so on, ad infinitum.

No, he never was arrested—not for bootlegging, at least, and as for the 730 pounds, it grew out of a misunderstanding over the commissions incident to betting on a horse race.

Entertaining, perhaps, but what has all this to do with big navy propaganda?

Several shipping men already have admitted overestimating Mr. Shearer's importance.

The senate sub-committee does not need to.

For no reason in the world, it is converting this adventurer into a Gargantuan figure.

If it keeps on, his personality will come to overshadow the inquiry, and people will forget what its object was.

He's Small Fry

THE question is not whether Mr. Shearer could pass a satisfactory examination at the pearly gates.

His escapades and transgressions previous to 1926 should have no place in the examination.

His activities at Geneva hardly have a place in it, except as they may throw light on his services as an "observer" for American shipping interests.

As an individual, he had a right to be at Geneva, to ingratiate himself with naval officers, and to bantamboole newspaper correspondents, if he could get away with it.

Even as a paid agent of shipbuilding companies, he had a right to do such things, provided those concerned knew what he was doing and provided no deception was practiced.

The issue is deceit. And it touches the shipbuilding companies more closely than it touches William B. Shearer.

At best, he is little more than an irresponsible strutter.

The men who employed him, and who he is now suing, however, cannot claim such an alibi. They, at least, are supposed to know the difference between verbal sabotage and straight reporting.

Toll Is Terrific

NINETY-SEVEN thousand people were killed in this country by accidents last year.

Automobiles accounted for 27,000, which seems appalling, until one learns that 24,000 died at their homes, and that 20,000 more died on the highways from other causes than the motor car.

Industrial accidents accounted for 20,000, while railroads, airplanes and miscellaneous accidents are chargeable with only 5,500.

It goes without saying that quite a few of the 97,000 killed by accident would have died anyway, but making allowance for that, we pay a dreadful price for speed, power and mass production.

The Juggernaut of human progress, exacting a blood sacrifice which seems out of proportion with sound intelligence.

The massacre in Palestine which resulted in the loss of 200 lives sent a thrill of horror throughout the civilized world, yet that did not represent one day's toll in America. We were very angry when the Vestris went down with the loss of 112 persons, but if the day were an average one in this country, nearly three times that number were killed through accident.

Foresight Is Logical

NOTHING proves the scientific character of the present age like the accuracy with which men can forecast important events.

In the old days, when progress was largely a matter of trial by combat, whether as measured by two cavemen fighting over a woman, or two kings quarrelling over a throne, it required an astrologer to cast horoscopes, and if the astrologer failed to pick the winner, that was his bad luck.

Since logic has become a factor in the advance of human affairs, it is possible for men of average intelligence to foresee what will happen along certain lines.

In 1878, Elkanan Watson predicted that within a century and a half this republic would contain one hundred million people.

In 1886, an anonymous writer in a St. Louis paper prophesied the coming of airplanes, phonographs, and the formation of a "League of Nations," which he called by that very name.

There was no mysticism in either forecast, any more than there was in those of Jules Verne.

Ever since scientific thought became the driving force in human advancement, men of intelligence have been able to take present day achievements, subject them to the law of probability, and foresee what would occur, with great precision.

Daily Thought

He that rebuketh a man afterwards shall find more favor than that flattereth with the tongue.—Prov. 28:23.

Though flattery blossoms like friendship, yet there is a vast difference in the fruit.—Socrates.

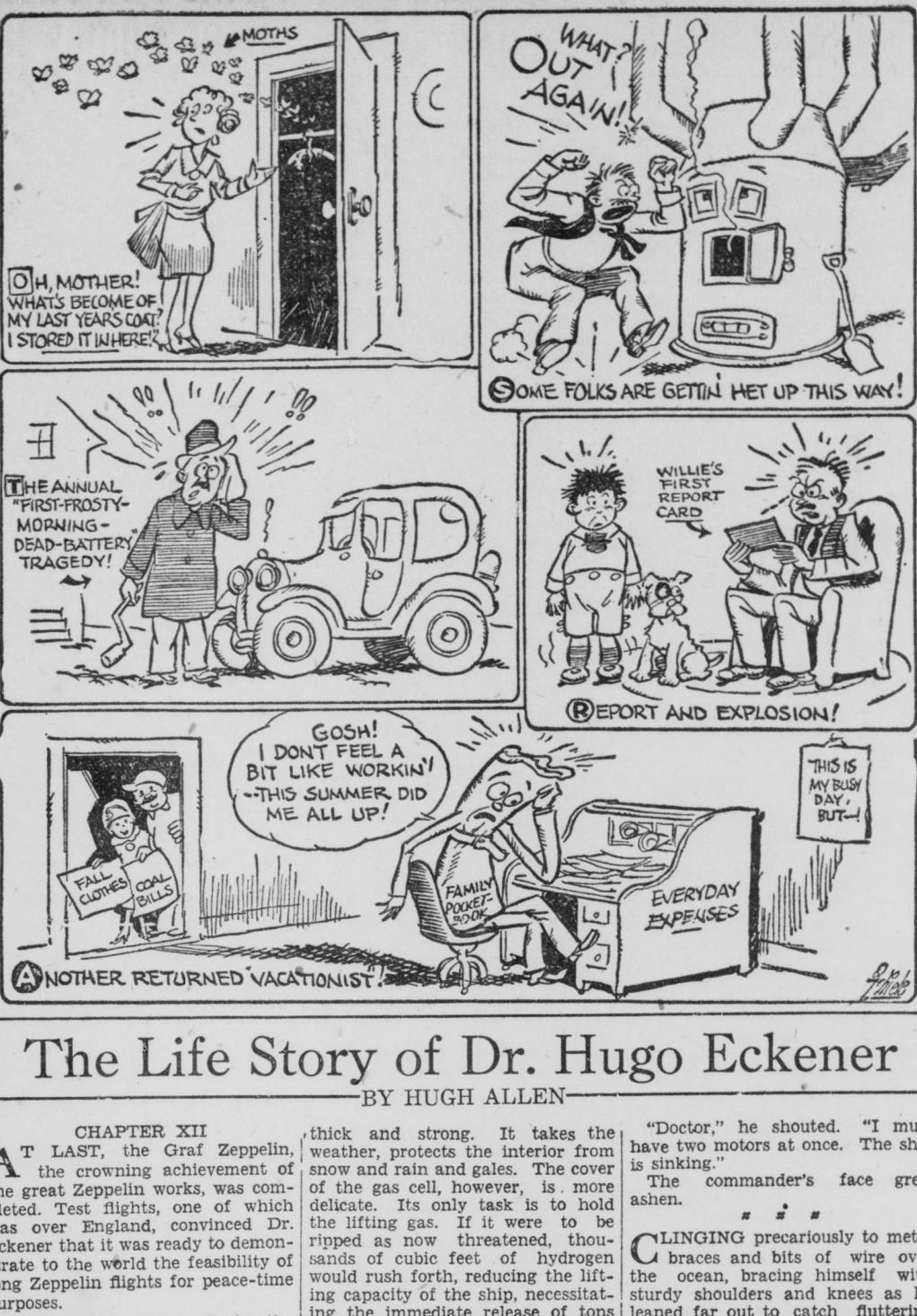
Who holds the official world's record for the running broad jump? De Hart Hubbard, with a mark of 25 feet 10 1/2 inches, made June 13, 1925.

What is the meaning of the name Kenneth? It is Gaelic in origin and means a leader.

It's probably better that it can't, for the morning after it arrived, it's ten to one George would appear on deck as admiral of the fleet.

It's all up to George and he can do as he pleases, for like the Filipinos, the people of Indianapolis appear to be incapable of self-government, but as an outsider and a friend of man, we entreat him to be merciful.

Fall "Duds"



The Life Story of Dr. Hugo Eckener

BY HUGH ALLEN

CHAPTER XII

AT LAST, the Graf Zeppelin, the crowning achievement of the great Zeppelin works, was completed. Test flights, one of which was over England, convinced Dr. Eckener that it was ready to demonstrate to the world the feasibility of long Zeppelin flights for peace-time purposes.

Careful plans were made for the first passenger flight across the Atlantic — from Friedrichshafen to Lakehurst. With his son, Knut, as one of the crew of forty aboard, and with twenty passengers in the comfortable cabins, the start for America was made on Oct. 10, 1928. Several tons of mail and freight were carried.

A storm was swinging across mid-Atlantic and Dr. Eckener headed across France, Spain, Gibraltar, and as far south as the Madeiras to avoid it.

But another small storm was following, unobserved, unreported, and this caught the Graf the second morning out almost without warning. The disturbance was so severe that great liners were three or four days late in making port that week.

The storm hit the Graf just at breakfast time and struck it like a boxer swinging to the chin. The nose of the ship pitched up, then down, throwing the helmsman off balance. The ship, after jolting two or three times more, settled down to even trim with no damage apparently except the breaking of the breakfast table.

The angry Atlantic seemed to be getting closer to them, yawning below, inviting a misstep. The rain grew worse. The ship with its engines idling was being blown with the gale at high speed.

THE wind was still roaring, rain was falling, skies were overcast, but the ship moved forward easily and smoothly. However, a wrench of the ship had ripped loose a small section of the covering of one of the Graf's great fins and the wind was busily engaged in tearing off more of it, leaving a great gaping wound which was not discovered until later.

A mechanic in one of the egg-shaped engine cars at the rear of the ship was making his first trip as a member of the crew. His first thought was that there was a rope hanging down from the great horizontal rudder overhead. He called the attention of one of the older engineers to what he had seen. "Rope?" the engineer shouted. "That's part of the fin covering."

Already he was half-way up the ladder, swinging in through the port hole, dashed down inside, began running down the cat walk, caught Buehrle, assistant chief, told him the story, and hurried on toward the control car.

Flemming and Lehmann looked grave as the engineer broke in with his story.

"Cut the motors," roared Flemming, and signals flashed to the gondolas.

The roar of the great engines died down, the ship slackened speed. The passengers looked from one to another questionably.

NOW the fins on the Graf Zeppelin have a spread of eighty feet out from the ship and are thirty-five feet across at the widest part. The duralumin framework of the fins is built into the frame of the ship itself.

The fin covering of doped aluminum fabric is most difficult to attach securely over a fin because it is a flat surface.

The wind had worked its way under the fabric, tugged and jerked it until it loosened a seam, then ripped off a section of it.

Knut Eckener, off duty, was at the scene of the trouble. It meant crawling between two of the great fins and out on the framework which connects the fins with the body of the ship.

Never in the history of 127 Zeppelin airships had an accident happened like this one.

SOME 400 square feet of covering had been ripped off from the under side of the fin. Shreds and lengths of it were lashing back and forth pulling more of it loose.

Wind and a driving rain were roaring in through the aperture threshing the sides of the nearest hydrogen gas cell.

This threatened a new danger. The outer cover on an airship is

SCIENCE

By DAVID DIETZ

Teamwork is Responsible for Great Discoveries Made in the Field of Chemistry.

NO better example of the growth of science can be found than the difficulties which present themselves to the scientist who tries to keep abreast of the developments in his own field.

A century ago a scientist could be an authority in a half-dozen fields of science. Today he has his hands full keeping track of what goes on in one corner of the world of science.

The American Chemical Society attempts to meet this difficulty for its members by publishing a monthly journal known as Chemical Abstracts.

This consists of a compilation of brief summaries or digests of articles dealing with the subject of chemistry.

Professor E. J. Crane, editor of Chemical Abstracts, reports that his staff of "abstractors" now are keeping tab on 1,500 publications, and that in spite of that, continuously runs across publications which it has neglected.

Experience has shown there always is another publication to be found in Japan or Russia or some other distant country." Professor Crane says.

The aim of Chemical Abstracts is to cover the entire world of chemistry.

The chemist frequently finds all the information he needs in the digest in Chemical Abstracts. If he doesn't, he can then refer to the original article from which the digest was made.

U. S. Leads

PROFESSOR CRANE has gathered some interesting statistics concerning the publications dealing with the subject of chemistry.

Though Germany was the world's stronghold of chemistry before the war, it is third in the list of publications today.

The United States leads the list with 404 journals and magazines devoted to chemistry published in this country.

British Empire is second with 226.

Germany, as noted, is third, having 231 publications. France is fourth with 129, while Italy is fifth with 80.

There is a falling off in the list at this point. Japan is sixth with fifty-eight, while Russia is seventh with forty-two.

Holland has 29 chemical journals, Austria has 20, Sweden 20, Belgium 19, Norway 14, Switzerland 12, France 11, China 10, Denmark 9, Czechoslovakia 8, Rumania 8, Poland 7.

The other nations of the world have a total of 42 publications.

Professor Crane also has a summary of the nature of the publications which his staff works.

It is particularly interesting that though Chemical Abstracts is published for chemists, it is advisable to keep tab on many journals devoted to biology, medicine, physics and agriculture.

This is because many of