



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 a copy; elsewhere, 3 cents—delivered by carrier, 12 cents a week.

BOYD GURLEY, ROY W. HOWARD, FRANK G. MORRISON.
Editor, President, Business Manager.

PHONE—Riley 5551

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"

The Important Job

Having registered a most emphatic verdict in regard to Coffinism, the people can be pardoned if they do not show any exceptional interest or excitement in the gossip, plans, and petty conspiracies to obtain a new chairman for the Republican organization in this city.

What they voted down was not a man, but a system, and what they demand is not only a new leader but a new viewpoint in leadership.

If political organizations are dominated by the single ambition of getting jobs for those who have plenty of time to play the game of politics, of getting special favors for privileged contributors to campaign funds, of dispensing public money with a view of favoring friends, changes in the chairmanships mean nothing at all.

In fact, it was because Coffin was so effective and so conscienceless in these matters that he became discredited and obnoxious.

What is needed is a leadership in both parties with a higher ideal than mere victory at the polls.

What is demanded is a leadership that will not only refrain from the practices which are identified in the public mind as Coffinism, but will be brave enough to denounce these practices if they are attempted within his own party.

Honesty in elections is the first demand. That has been absent. It is still absent in one particular section of the state and that section corrupts and corrodes the whole political system of the state.

It is true that during the past four years, the laws and supreme court decisions have been written in a manner that furnishes little protection against frauds, either in election or within party organizations.

When it became possible, under the law, for party chairmen to depose precinct men at will and without cause, the first step was taken toward corrupt political organization. That was a denial of the voter of a voice within his own party.

When registration laws were abolished, there went out the first invitation to commit frauds. That invitation was accepted in Lake county and perhaps others. That was responsible for the bringing of truck loads of voters from Chicago at the last election. It was responsible for the overthrow of the popular will in elections in the state.

The abolition of the primary was the next step in the dethronement of the citizens and the establishment of bossism. What will happen next year remains to be seen. It is possible that the results in the recent elections in the state may suggest more caution than has been exercised in the past.

But there should be a drive for two things. The first is the restoration of the primary system by the next legislature. The other, more important, is the approval of the calling of a constitutional convention to rewrite, in plainer terms, the Constitution. Too many inroads have been made on the present document by supreme court decisions, especially into those sections which were designed to protect the civil liberties of citizens. In other spots it is antiquated and unfitted to the new day.

These are the big objectives. The reorganization of party committees is only incidental. The people have shown a power and an inclination to overthrow and forget party systems that become corrupt.

Free Seas by Magic

The London five-power naval conference will not discuss the question of freedom of the seas. That definite assurance has been given to the British people by Prime Minister MacDonald. To the British this news comes as a relief. To most Americans, probably, it will be a disappointment.

One of the reasons the United States entered the World war was to achieve freedom of the seas. That was the issue over which America and Britain fought in 1812. That was the dispute which almost made us fight Britain in 1915 and 1916.

That is the purpose of our navy in the main—to guarantee uninterrupted traffic of our commerce and ships when belligerents try to close the seas.

A problem so basic to international peace and to naval reduction can not be brushed aside safely as lawyers' quibbling, which MacDonald appeared to do in his Guildhall address Saturday.

Now can this issue be left to disappear in the mists of general peace treaties, such as the Kellogg pact renouncing war? "When you remember that the problem of the freedom of the seas, either naval or military, can arise only if bugs have been blown, surely every man and woman of common sense sees that the swiftest and surest method of solving these problems is to see that the bugs of war never blow again," said McDonald.

The prime minister's optimism regarding the automatic and magical self-solution of this problem arises from a confusion between the causes and results of war. The free seas conflict is a cause of war. The war danger, especially between America and Britain, can not be removed until that conflict is removed.

Perhaps MacDonald is wise in the decision not to discuss this issue at the London naval conference. Progress can be made only one step at a time, and that conference will do well if it achieves a naval limitation agreement and nothing more.

But it would be no gain for peace if the American and British governments and peoples persuaded them-

elves that such naval agreement in itself can prevent war. It will be only one small step.

The larger and more important step of agreeing on freedom of the seas then must be taken.

Railroad Consolidation

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

World Makes Advance

CERTAIN statesmen, like Mac Donald, Briand and Hoover, have accepted the idea of disarmament as practical.

While that may not look like much of a triumph compared to what extreme pacifists desire, it represents a real step in advance.

Twenty-five years ago, any statesman daring to take the position of these men, would have been laughed to scorn.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

World Makes Advance

CERTAIN statesmen, like Mac Donald, Briand and Hoover, have accepted the idea of disarmament as practical.

While that may not look like much of a triumph compared to what extreme pacifists desire, it represents a real step in advance.

Twenty-five years ago, any statesman daring to take the position of these men, would have been laughed to scorn.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

World Makes Advance

CERTAIN statesmen, like Mac Donald, Briand and Hoover, have accepted the idea of disarmament as practical.

While that may not look like much of a triumph compared to what extreme pacifists desire, it represents a real step in advance.

Twenty-five years ago, any statesman daring to take the position of these men, would have been laughed to scorn.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

World Makes Advance

CERTAIN statesmen, like Mac Donald, Briand and Hoover, have accepted the idea of disarmament as practical.

While that may not look like much of a triumph compared to what extreme pacifists desire, it represents a real step in advance.

Twenty-five years ago, any statesman daring to take the position of these men, would have been laughed to scorn.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in Baltimore, the Pittsburgh & West Virginia in Ohio and Pennsylvania, and the Detroit, Toledo & Ironton—Henry Ford's railroad—all strategic lines, to prevent them from falling into the hands of competitors.

The Allegheny corporation, a Van Sweringen investment trust, has large holdings in the Chesapeake & Ohio, and other Van Sweringen roads, but the Allegheny corporation was compelled to divest itself of the Wheeling & Lake Erie, another essential link in the chain of competitors.

China celebrates Armistice day with another "decisive battle," though what it could decide is hard to guess.

Coming closer home, we find Germany celebrating it with a Nationalist drive to spol the Young plan, while France backs Tardieu and Mussolini beats the tom-tom.

Still, the outlook is not hopeless.

ARMISTICE DAY

Under the leadership of Commissioner C. R. Porter, the interstate commerce commission is completing a tentative plan for regrouping railroads. Particularly the lines east of the Mississippi river.

This subject has been before the commission since passage of the transportation act in 1920 and in the absence of definite action from the commission itself railroad interests have sought to prepare their own programs. Fortunately no proposed trunk systems yet have been approved by the commission.

Recently the Pennroad corporation, acting for the Pennsylvania railroad, has obtained control of the Canton railroad in