



The Indianapolis Times

(A SCRIPPS-HOWARD NEWSPAPER)

Owned and published daily (except Sunday) by The Indianapolis Times Publishing Co., 214-220 West Maryland Street, Indianapolis, Ind. Price in Marion County, 2 cents a copy; elsewhere, 3 cents—delivered by carrier, 12 cents a week.

BOTH GURLEY,
Editor
PHONE—Riley 5551ROY W. HOWARD,
President
FRANK G. MORRISON,
Business Manager
THURSDAY, APRIL 3, 1930.

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 Future of Air Mail

The most important piece of aeronautical legislation ever to be considered by congress, the Watters air mail bill, is due to come up in the house in a few days.

State of the air transport industry more or less hangs on this bill, for it virtually provides a subsidy for the nation's air passenger lines. But the bill has dangerous potentialities.

The Watters measure would do four things: (a) change the system of payment for the carrying of air mail from a poundage to a space-mileage basis; (b) put air mail on passenger lines, thus carrying them over the financial hum until passenger traffic pays; (c) protect the present air mail contractors, by allowing them to keep their contracts for a total of ten years under adjusted rates; (d) give the postmaster-general power to let contracts by negotiation, and without calling for competitive bids.

The latter clause is the one which would protect the present contractors against new bidders, yet it could be used also in awarding new contracts.

There is danger in this clause. It puts practically unlimited powers in the hands of the postmaster-general. It is the direct road to an air mail monopoly if executed by an unscrupulous official. Doubtless the Watters bill can be amended to eliminate this clause, while still giving proper protection to contractors who have pioneered the air mail.

Investment Trusts

The rapid expansion of investment trusts and holding companies has been one of the outstanding developments in United States economic history during the last decade. Congress has launched an inquiry to determine to what extent this new financial machinery influences corporate control, particularly in the case of railways, where in some cases the holding company apparently has operated to remove the actual owners of the lines from jurisdiction of the interstate commerce commission.

Under guidance of Dr. W. M. W. Spawlin, dean of the graduate school of American university and a specialist in corporate organization and finance, there is promised the most exhaustive inquiry into private finance in United States history.

Chairman Parker of the house interstate commerce committee, which will conduct the inquiry, already has some eighty investment trusts listed. The committee is empowered to summon books, records and correspondence. A fund of \$25,000 is available for expenses.

Pending completion of the investigation, congress will urge delay of all railroad consolidation projects. Gross buying of railroad securities through holding companies and investment trusts has so obscured ultimate control of the several systems that all data on which to base consolidation policy is unreliable.

The theoretical basis of consolidation is competition; but when competing systems fall under unified control through holding companies, the basis for prudent consolidation vanishes.

Such inquiry has been an urgent national need for many years. It is entirely reasonable for congress to inquire whether financial institutions—which are neither banks nor railroads, but exercise the functions of both—are vested with a power requiring a measure of legislative control.

The A. F. of L. Warning

If the surprise element makes the value of news, the biggest news of the day is the warning of William Green against the possibility of revolution. Green is president of the American Federation of Labor. But he is more than that. He is one of the world's most conservative labor leaders, one of the bitterest opponents of all so-called red movements.

When such a conservative talks of the possibility of revolution as a result of unemployment and hunger, it is time for the country to take notice. In urging passage of the Wagner series of unemployment bills, Green said to the senate committee:

"Men should earn money, not have it doled out to them without labor in return. But unless employers change their tactics toward the unions, we shall face either federal unemployment insurance to take care of the jobless or have a revolution on our hands."

What has driven such a man as Green to talk in this language. He gave his answer in the form of union statistics, showing:

One in every four men unemployed this winter.

Almost half the men in the building trades unemployed.

An estimated national total of 3,700,000 men out of work.

Loss of purchasing power through unemployment in the last three months, \$1,000,000,000.

In the last twenty-seven months, including the period of so-called prosperity, the number of unemployed among union workers never fell below 9 per cent.

That non-union labor has fared even worse seems to be indicated by the federal reserve board production statistics, just announced. Taking three outstanding unorganized industries, the automobile production index fell from 148 in February, 1929, to 103 in February, 1930; iron and steel from 126 to 118; textiles from 113 to 98, while industrial production as a whole dropped from 117 to 105.

The number of commercial failures in March was the largest since 1922, according to Dun's Review, the number increasing 4 per cent over February to a March total of 2,347: "This is a larger ratio of increase than usually is disclosed at this period, yet such a showing is in keeping with the trend of business mortality since last autumn's speculative collapse."

Unless the administration wants a repetition next winter of this depression, which is so disastrous to both capital and labor, the least it can do is to throw its full and quick support behind the Wagner bills. They are not cure-alls. But they represent an absolute minimum in advance planning by the government.

Books for Presidents

A library of 500 volumes is being presented by the nation's booksellers to the White House. The idea is that there are enough heavy tomes in the executive offices, not to mention the library of congress, to satisfy even an engineer; but that the President needs a little light reading at home. It is a grand idea.

We would not presume to add to the titles chosen by Alice Roosevelt Longworth and Douglas S. Watson, though in view of the presidential interest in hair shirts the failure to include lives of the medieval saints amounts almost to a sin of omission.

How fitting that Don Quixote, Tom Sawyer, Uncle

M. E. Tracy SAYS:

The Movie Will Play an Important Part in Making Not Only the Morals but the Politics of the Future.

If every story has a moral, so does every movie, the only difference being that the movie carries a stiffer punch.

You simply can not get away from the element of propaganda in a form of entertainment which depicts life.

That is why Soviet Russia is preparing 158 films this year.

Soviet leaders show their perspicuity in recognizing the movie as the most powerful instrument available for putting over ideas.

The story is an individual product; the movie an organized product.

You can sit down and write a story all by yourself if you have the talent. Then all you need is a magazine to buy it, or a publisher to print it.

To put out a movie, you need a studio, with a mob of actors, not to mention camera men and experts of every description. After that, you need a raft of theaters to be sure of effective distribution.

Movie in Great Role

THE movie is going to play an important part in making not only the morals, but the politics, of the future.

Those in control of it have a stupendous power at their command. Also, they face a stupendous responsibility.

Instead of sneering, we should commend them for trying to formulate a code.

Neither can the problem be dismissed by trite epigrams on purity, art, and self-government.

If we are dealing with art in the movies, we also are dealing with a commercial enterprise, and if we are dealing with individual genius, we are dealing with group control.

A seventeenth century sage once said, "Give me to write the songs of a nation, and I care not who writes its laws."

If he were alive today, he probably would say, "Give me control of the movies, and I don't care who writes much of anything."

Screen to Rule

THE power of the printed word is gradually succumbing to the screen, especially since it has been supplemented with sound devices.

Within the space of twenty-five years, it not only has swept the spoken drama off the stage, but has popularized the theater to such extent as never was before known.

In most of our great cities, more people are to be found at the movies on Sunday afternoon than at church on Sunday morning.

One has only to talk with the average boy or girl to realize how definitely they are forming ideas of honor, loyalty, and justice from what they see and hear in the movies.

They can talk much more glibly about the prominent stars than they can about the prominent politicians or preachers.

Platitudes Do Not Help

UNDER such circumstances, we hardly can appraise the movie, or the necessity for safeguarding it, on the same basis that we would appraise a book which we keep on the back shelf.

Neither can we approach the problem from the standpoint of mature and critical minds, or dismiss it by such platitudes as that, "to the pure, all things are pure," that, "the ballot box and jury box afford sufficient protection," and that "the American people are fit to govern themselves."

The American people are fit to govern themselves, but only through due process of law, as evidenced by the Constitution and thousands upon thousands of statutes, by a sheriff in every county, by a police force bigger than the standing army, and by more than 100,000 prisoners, not to mention traffic lights, public service commissions, and such a multitude of regulatory measures as would fill an encyclopedia.

Considering what we have found it necessary to do in so many other lines, a code for the movies would not seem out of order.

The question of whether the first code proposed is perfect would appear less important than the fact that those in charge are trying to do something of a constructive nature.

We realize it will be difficult to wipe this law from the Constitution, because of the graft it creates. Money seems to rule the country and this law provides the biggest graft of all our rackets.

In spite of all these arguments, we should be given a direct voice on the question and be permitted to vote on it. The law was a war measure and was made law at a time when the voting power of the United States was in Europe or away from home.

Ten years is a long enough trial for any law, so why not give us the right to say what we feel? This law becomes more dangerous in all ways to the welfare of our country daily. We must demand action.

ROBERT HANSON, 833 North Capitol avenue.

FIRST PONY EXPRESS

April 3

ON April 3, 1860, the first pony express riders left Sacramento, Cal., for St. Louis, to establish a fast mail service between the Pacific coast and the middle west.

The service was inaugurated in an effort to reduce the twenty-two days it took the transcontinental lines to carry mails from the east to the far west by way of the Panama canal.

The animals used on the "express" were not ponies, but fleet horses. They were stationed at "stages" from ten to fifteen miles apart and each rider rode three animals successively, covering about seventy-five miles before he passed the pouch to his successor. Eventually there were eighty riders and between 400 and 500 horses.

The fastest trip was made for the delivery of President Lincoln's inaugural address, the distance of 1,400 miles being covered in seven days and seventeen hours.

Just sixteen months after it was started the pony express was superseded by a telegraph line. But despite its brief existence, the service has won a name for itself in American history, because it maintained its schedule in all kinds of weather and in face of Indian hostilities.

Mr. Loesch tells a story of juries that are packed, of officers whose treachery makes the administration of justice a mockery, of crookedness from top to bottom, from judges to bellboys.

After listening to Mr. Loesch, you conclude that

Chicago should be placed under martial law.

A Call to Home Fields



SCIENCE

BY DAVID DIETZ

Nansen, Dean of Arctic Explorers, Showed Courage That Rarely Has Been Equalled.

TALL and broad-shouldered, with white hair and a great white mustache, Sir Fridtjof Nansen, dean of Arctic explorers, looks like one of the famous Vikings of history brought back to life and dressed in modern clothing.

America had an opportunity to renew acquaintance with this famous explorer last year, when he traveled through this country on a lecture tour.

For convenience, we may divide modern Arctic exploration into three periods. The first, a period in which the Arctic ice and cold usually proved the victor, may be said to have started with the disastrous voyage of Sir John Franklin and ended with that of Greely.

The second period, in which Arctic explorers fared better, started with the work of Nansen. Its climax, of course, was the discovery of the north pole by Admiral Peary. This period extended up to 1925, when the first attempt was made to use airplanes in polar search.

Nansen represents a link between the old and new; for although 68 years old, he is planning to make a journey into the Arctic by airship. He plans to use the Graf Zeppelin, the great German ship which circled the globe, for his expedition.

The Fram

NANSEN was born in Norway at Fron, near Christiania, on Oct. 10, 1861. He studied at the University of Christiania and made his first trip to the far north to study animal life and physical features of the Arctic ocean at the age of 21. That was in 1882.

In 1888, with four companions, he made a trip on skis across Greenland from east to west. This was the first time such a journey had ever been made.

On his return from Greenland, Nansen became curator of the zoological museum of Christiania university.

In 1890 he proposed a revolutionary scheme for crossing the Arctic ocean. His suggestion was that a ship should be allowed to freeze in the ice on the belief that it would be carried across the north pole by the east to west drift of the Arctic ice.

The scheme caused a storm of discussion in scientific circles and great opposition was expressed. But finally Nansen won out.

The Norwegian parliament voted two-thirds of the necessary fund and the balance was made up by contributions from King Oscar and private citizens.

A ship, the Fram—the name means "Forward"—was constructed at the bow and stern and had sloping sides so that it instead of crushing would slide beneath it and lift it out of the water.

The Fram sailed from Christiania on June 24, 1893. Nansen, of course, headed the expedition. Otto Sverdrup was sailing master. On Sept. 22 the Fram was frozen in and went on long drift across the Arctic ice.

By March 14, 1895, the ship had reached latitude 84 degrees.

Courage

CONVINCED that the ship would continue to drift across the ice, Nansen, with one companion, Johansen, left the ship and started with dog-sleds to the north pole.

Such courage and self-confidence rarely has been equaled. Once Nansen and his companion were out of sight of the ship, they could never hope to find it again. The ship would continue to drift to the west.

An attempt to find the ship again in the great Arctic field of ice would be like looking for a needle in a haystack building.

By April 8, Nansen and his companion had reached latitude 86 degrees 14 minutes, the farthest north reached to that date.

When Nansen and his companion felt they dared push no farther north because of the lateness of the season, they headed for Franz Josef land.

They were forced, however, to stop the Arctic winter, the long Arctic night, on Frederick Jackson island. Here they lived in a little hut which they had constructed, subsisting on the meat of animals which they had shot.

At the end of the winter they pushed south once more and finally met the members of another expedition, the Jackson-Harmsworth expedition, with whom they returned to Norway on Aug. 13, 1895.

Times Readers Voice Views

Editor Times—It seems the greatest of American tragedies is the prostration of the prohibition law. We, the American people, have lived ten years under this law and we, the middle class, have not received a single benefit from the law.

Many of us lost jobs through stopping of liquor manufacture, which now is shipped here from other countries or is made by the foreign class.

We know that as long as men desire liquor, there will be liquor for them. That is human nature.

The prohibition law made taxes high and placed new taxes on the American people. The working people have not the resources to purchase the better drinks, and lives are sacrificed because of this law.

We realize it will be difficult to wipe this law from the Constitution, because of the graft it creates. Money seems to rule the country and this law provides the biggest graft of all our rackets.</