

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.

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

PHONE—Riley 5551 THURSDAY, FEB. 19, 1931. 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 Editors Gather

Today the editors of Democratic papers gather to listen to the leaders and carry home the latest interpretation of party policy.

There was a time when party labels on newspapers meant much. The voters took their partisanship seriously. Today the influence of newspapers is in direct proportion to their disregard for party organizations and their zeal for public causes.

A newspaper editor who always supports the same party, no matter what may be its platforms or who may be its candidates, merely advertises himself as lacking in leadership or in ability to think.

The party which stands for the common good today may tomorrow be the fence behind which every privileged interest and crook finds sanctuary.

Partisanship, in government or in newspapers, has produced many of the evils which have flowered in the wreckage of common prosperity.

It was because newspapers and voters accepted labels that Stephensonism and Coffinism gained a stranglehold upon the state.

It so happens that the Democratic party has obtained partial power because that party was the only agency through which the people could revolt against bad government.

These Democratic editors have a wonderful opportunity. They can be diligent in keeping the influences that disgraced the opposition party out of their own organization. A party in power faces temptations that are not presented to a party of protest. Will these editors plan to keep their party faithful to its pledges, or will they fall into the editorial errors of the faithful organs of Stephensonism?

A Gag Rule

Rushing into ways where angels, politically speaking, well might fear to tread, the new federal power commission has decided to bar the public from speaking before it in opposition to power company claims.

It takes the position that the commission itself represents the interests of the people at all hearings and that nothing further is necessary.

It has made this ruling in connection with the new river "minor part license" case, the most important single case ever to come before a federal power commission. If the Appalachian Electric Power Company joins this case, there will be little left of the power act, in the opinion of men who wrote the act.

Maybe the commission does intend to protect the public interest. It gave no evidence of this when it began its official life by dismissing the chief accountant and the solicitor, who had been laboring for enforcement of this law.

The senate has given considered judgment that the commission's chairman is unsuited for his office. But even if the commission has the best of intentions, it has taken a dangerous and indefensible position in refusing to hear citizens.

The commissioners have no right to suppose that with their six weeks' knowledge of the power act, they are capable alone of protecting the public interest as it should be protected.

In the second place, the people have a much bigger stake in this power fight than any company has. The streams, the public lands at issue, are theirs. They have consented that, these may be used for private power developments, but only under certain conditions.

On the question of whether these conditions shall be set aside, and the companies allowed unrestricted rights on one class of streams, the people certainly should be allowed to speak.

Representative government has placed in the hands of the commission the right to decide this matter for the people; but the ethics and practice of representative government declare that the decision must not be made until all sides, instead of one only, have been heard, and particularly until the parties with most at stake shall present their case.

Actual Modernism

Readjustment of religion to modern knowledge proceeds at a pace which makes the proverbial shall seem a Captain Hawks by comparison.

Even most of our modernists are disappointing. They insist upon putting new wine in old bottles and hope to have their cake and eat it too. They verbally repudiate the Orthodox conceptions of Jehovah, Jesus and the Bible, but retain essentially the same practical attitude toward all three as the fundamentalists.

They bring us new words, but they still are laden with old meanings.

Therefore, it is a gratifying surprise to be able to run across a modernist who lives up to reasonable expectations. Such is Professor A. Eustace Haydon of the University of Chicago. In an article on "Religion and Mental Health" in the Survey Graphic, he discusses the reconstruction of religion, which present-day science has made necessary, with a sanity and thoroughness which should please even the most relentless religion-baiter. He puts the whole situation in a nutshell in the following paragraphs:

"Our modern age is witnessing the greatest transformation of the world religions that they ever have experienced in all their long history. Man has regained confidence in his own powers. The ancient distrust of human nature is vanishing.

"The quest of the good life which has sought fulfillment in the supernatural other world or in the beyond-life now turns earthward again. Responsibility for the creation of a good world in which the good life may be realized, which the frustrated ages of the past looked upon the gods, now is being assumed by man.

"Modern science has undermined all the ancient theologies and religious philosophies built on the foundation of the naive thinking of primitive man. Applied science has put into the hands of modern man the tools for the mastery of nature lacking in all the eras of antiquity.

"The social and psychological sciences offer at last the long-needed understanding of human nature and make it possible to hope for a technique of guidance and control.

"The realization of the good life will not come from revealed theological dogmas. It must be dis-

covered by the social scientists who carry on their researches into the nature of man and his relationships with his fellow-men.

"The successful solution of the problem will demand a synthesis of the wisdom of the social sciences, a collaboration of the specialists in the use of the scientific method in every area of social facts."

Professor Haydon goes the whole way. He does not hesitate to declare the old religious dependence upon supernatural aid to be a menace to the mental maturity of the individual and to the social progress of the race:

"For children to continue the infantile status into later age by the transfer of parental protection and security to a supernatural guarantor is to run the risk of checking free moral development, to make possible an escape from social responsibility, to open the door to flight from the realities of the actual world.

"Then the individual either fails to mature religiously as a citizen of the new age or makes the adjustment only after a sorrowful period of emotional storm and stress."

Here is a religious prospectus without any lingering aroma of the medicine man.

Unearned Air Subsidies

Postmaster-General Brown has read the riot act to the air mail operators assembled in Washington for a rate-revision conference.

He told them they must practice greater economy, keep to schedules, fly faster and not expect larger appropriations from congress. There is truth in what Brown says. Some operators have not done their share to earn their government subsidies.

For twelve years mail subsidies have been the backbone of air transport. That condition can not continue forever. By the time present contracts expire in 1935 the postoffice expects mail to be only incidental, with passengers, express and freight the main sources of revenue.

The postoffice, under the Waters bill, hoped to lay the groundwork for this future setup by forcing airmail operators to start work on passenger business. Some of them, it is said, have not given their sincere co-operation. Rather, they have been content to sit back and take what the government gave them for air mail. Some operators have not made money carrying the mail. But others have made millions.

It is a question of getting all they can now and possibly collapsing when the government's generosity gives out, or by spending some of their profits now for a commercial basis on which to continue when the subsidy ends.

If air transport in this country is ever to amount to anything, the operators must choose the latter course.

The President's Compromise

President Hoover has opened the way for a fair compromise on veterans' loans. He appears ready to give special aid to those who need aid. But he is unwilling to jeopardize federal finances and prolong the depression by making a special grant to the many veterans not in need. The veterans themselves and the country would suffer from the latter course.

"The one appealing argument for this legislation is for veterans in distress," the President says rightly. "The welfare of the veterans as a class is inseparable from that of the country."

"Placing a strain on the savings needed for rehabilitation of employment by a measure which calls upon the government for a vast sum beyond the call of distress, and so adversely affecting our general situation, will in my view not only nullify the benefits to the veteran, but inflict injury to the country as a whole."

This has been our position from the beginning—help those who need help. We believe, also, that is the desire of the rank and file of the veterans themselves.

Volcanoes are said to be showing increased activity. Recovering from the period of depression probably.

United States farmers are charged with smuggling green vegetables into Canada. With the intent, perhaps, of making some fair exchanges.

REASON BY FREDERICK LANDIS

IF Chicago wants any of us to come to her fair she should unload Big Bill Thompson and put another man into the chair, for as a municipal skull and crossbones Big Bill is pre-eminent among American mayors.

A lot of people think, and with some degree of justification, that to go to the world's fair in 1933 would be about the same as going to war. Even if this apprehension be exaggerated, the result will be the same, for no one is going to pack his grip and go to Chicago if he thinks he'll be perforated.

IF Chicago wishes to do a little good will advertising, the time for her to do it is in the spring, and the way to do it is to nominate Judge Lyle, who has made at least some overtures toward winding the alarm clock for the drowsy goddess of justice.

We know not whether Big Bill has any tunnels which connect him with the underworld, but the whole world does know that an executive of character and vigor could put an end to the long, red war that has made Chicago the outstanding failure of American government.

THOMPSON has played to the prejudices of race and nationality, and the politician who does this should be beaten, no matter what ticket he disgraces. But you never can tell, and the result in Chicago may be notice to the world that the majority wants four years more of bunk and crime.

If so, call off the fair!

Kansas now wheels into line as a candidate for the nation's divorce business, by passing a law which makes it necessary to live there only ninety days to be freed through the matrimonial separator.

Arkansas is to be given some allowance, however, for she has been terribly hard up since the drought.

SHOULD this extending of the latch-string prove to be irritating to the great sovereign commonwealth of Nevada, her tremulous thousands probably will reply by mandating her legislature to rescue Reno from a caucus finish and preserve her place in the sun by cutting down the residence requirement in a fashion that will knock the socks off the Arkansas Traveler.

The whole world shook hands, in spirit, with Thomas A. Edison on his eighty-fourth birthday anniversary, for he has labored not for country or for latitude, but for humanity.

His goal has made life richer; his victories have been the victories of the world.

And now, long after the time most men quit, he is laboring enthusiastically to make the sunflower furnish us with automobile tires and the goldenrod give us galoshes.

M. E. Tracy

SAYS:

Highways Have Done More to Build This Nation Than Any Other Single Factor.

LORESBURG, N. M., Feb. 19.—This is one more "biggest little town in the world" surrounded by desert, sustained by hidden wealth, and made possible, if not necessary, by modern transportation.

The railroad needs a division point every 100 miles or so, the auto a filling station, and the airplane a landing field. Even if there were nothing else to back them up, our rolling stock and its human freight would provide a good living for many such places.

To a measurable extent, civilization has become the slave of its highways. Travel, whether for business or pleasure, demands comfort and convenience. Not only that, but it means the same kind of comfort and convenience to which the travelers are accustomed. A mining camp can go broke and an irrigation project can flounder out, but the town located at an advantageous point on the highway has something about as permanent as the nation's business on which to depend.

Admitting that such a town never may become a second New York, it is pretty sure of getting three square meals a day, provided it does not bust itself trying to grow. Also, it is pretty sure of one other thing, and that is a liberal education in all the latest styles, fads and freaks.

Can't Leave Highway

PEOPLE may leave the farm, but they can't leave the highway. Civilization can't afford to let them. The train, truck, and pleasure car must not only go through, but must go through smoothly and with the least possible discomfort.

Those who worry about the disappearance of our small towns have missed the effect of travel. Many small towns will wither up and blow away, because they have no valid excuse for existence, but the highway will preserve most of them and bring others into being, because the highway has become essential to our economic and social life.

The world always has had highways, but never any like ours; never any that were designed for such speed, that demanded such careful and continuous maintenance, or that called for such a wide variety of accommodation to travelers.

You have heard about the great roads of antiquity—the Appian way, the royal concourse of the Incas, the military arteries, with which Spain threaded her American possessions—but on which of them would it have been safe to pass cars at fifty miles an hour?

Our highways must include more than that. They must include the railroad and the airship, as well as the automotive vehicle, and they must be supplemented by every possible means of communication.

A government stable every ten miles, with a supply of fresh horses and a shelter where travelers could pass the night on straw, might be sufficient for the Roman road, but ours call for vastly more.

They Build the Nation

TOO many people still regard the highway as a luxury, as without, as a burden for the taxpayers which should be lightened, or avoided whenever possible.

As a matter of common sense, highways have done more to build this nation, to create the prosperity it now enjoys, to make it the greatest economic institution ever established by human intelligence, than any other single factor.

Take away our transportation system, which is based on the highways, and what would there be left?

The entire structure of modern industry rests on transportation. If you doubt it, visit any country which lacks roads, railroads and fast-moving vehicles.

Mobility is the eral basis of progress. Herbert Spencer had it right when he said that the things being equal, a long-legged race could be depended on to outlast, outlive and outdo a short-legged race.

Real Benefit in Travel

IT'S worth a year in college to travel across this country and see for one's self what is going on, and it's worth a year of life, if not more, to get the broadening effect, yet it calls for the sacrifice of neither.

The privilege of travelling hasn't been denied of any other privilege. We have everything we had before. The only difference is that we now can see and do a whole lot more.

There are those who drift, of course, but there always were. The tramp on wheels is only a modern edition of the tramp on foot.

The ability to get about, to exchange goods and ideas on an ever-changing basis, hasn't brought any change in our nature, but it has expanded all our powers, and enabled us to accomplish things by working together that we never could have accomplished under the old order.

We also could have tamed a continental map less made it fit for civilized people to occupy. In so short a time? How else could we have built all the great cities and supplied them with the necessities of life? How else could we have made it possible for these far-away areas to prosper?

Questions and Answers

Did Charles A. Lindbergh make the first crossing of the Atlantic by airplane?

The first crossing was made by Lieutenant-Commander A. C. Read and a crew composed of Lieutenants E. F. Stone and Walter Hinton, Ensign H. C. Rodd and E. S. Rhodes, in the NC-4, a navy seaplane. It was not a non-stop flight. The first non-stop flight was made by Captain John Alcock and A. W. Brown, who flew to Ireland from St. John's, Newfoundland. Both flights were made in 1919. Colonel Lindbergh was the first person to fly direct from New York to Paris, and the first to cross the ocean alone.

What does the word soviet mean? It is a Russian word meaning council.

Can He Make It?



Profit Distribution System Is Wrong

BY ROBERT F. SCRIPPS

A RECENT newspaper editorial picturesquely phrases the idea that rapid application of science to industry is the underlying cause of the American work situation of unemployment and business depression.

The statement is to this effect: That whereas behind every producer we have placed a corps of invisible assistants (i. e., mechanical gadgets), we have not been able to produce such invisible assistants to stand behind the consumers.

Of course this statement is not true, but it is sufficiently challenging to produce thought and debate. The fact is that cheap cars, radios, moving pictures, etc., or rather the money to make possible the enjoyment of such luxuries, ought to be, and well might become quite sufficient, if not invisible, assistants for any run-of-mine consumer.

The fact is that, so far as the bulk of people in our city and other industrialized countries are concerned, production and employment of assistant producers far has outrun the employment, if not the production, of assistant consumers.

Many people get their picture of the number of large houses, yachts, luxury hotels, etc., is at its peak, and even the most expensive coach-and-four of the middle of the last century could not compete in cost with today's fairly common Rolls-Royce with body by Brooks.

Insofar as this keeps money moving, it is all to the good. But it has failed to keep enough money moving fast enough to provide what some economists have termed the "waste" which, in the absence of almost continuous war, is necessary to provide all hands with steady jobs.

The number of large houses, yachts, luxury hotels, etc., is at its peak, and even the most expensive coach-and-four of the middle of the last century could not compete in cost with today's fairly common Rolls-Royce with body by Brooks. Insofar as this keeps money moving, it is all to the good. But it has failed to keep enough money moving fast enough to provide what some economists have termed the "waste" which, in the absence of almost continuous war, is necessary to provide all hands with steady jobs.

IT SEEMS TO ME BY HEYWOOD BROWN

SOMEWHERE WEST OF THE HUDSON—I get quite a few letters in the course of a year from young men and women out of town. Sometimes their letters come from as far away as the Dakotas or Minnesota.

They all sing the same song, ask the same thing: "How can I get to New York? This little town or this farm where I live is tiresome and dull. I want to see Broadway and the lights and the gayety."

Many people get their picture of New York entirely over the radio, and they are entitled to think that it's just a nest of night clubs entirely surrounded by love dance orchestras.

They must think that we are all waiting around for the clock to strike twelve, and then we all go away. They don't hear very much about our breadlines or the municipal lodging house, and I don't think that the girl or the boy in Dakota has enough said to him about the way most of us live—about getting up early in the morning and going to work and coming home in the evening and going to bed.

In a program like that it doesn't make a great deal of difference whether your home is in Fargo or the Bronx.

An Old Memory

I CAN'T sincerely pretend that I'm a slave to toil, bound to a wheel of industry. I don't get up early in the morning, and I don't work very late in the evening. But I'm not entirely outside of knowing and understanding something of that grind.

I had a job once where I had to get to work at 6 in the morning, and I used to get there around 6. It lasted only three months. But that was enough to give me some inkling of what it would be like if it were steady.

Mine was a morning paper, and so I was expected at 7:30 in the evening, and I got through at 3:30 in the morning. I liked that.

I saved a lot of daylight. I had all my afternoons free for golf and tennis and watching baseball games and other healthful recreations.

It wasn't possible to get into leprosy and poker games, except of course, the poker games we had every night at the office.

That was one of the beauties of doing your newspaper work in the small hours of the morning. Even a big town like New York pretty well quiets down about 1 a. m.

Most murders happen earlier in the evening. Lots of burglars go

When you get down to it, here probably is what is happening.

A new invention, a railway or bank merger, or some other technical improvement saves \$100,000 a year, which is added to the income of a capitalist who already has an income of \$1,000,000 or more.

Even with the tastes of a Caligula, how can he spend such additional income in a way to provide employment to his fellow citizens? Motor car manufacturers, tailors, or innkeepers can expect little more from him.

HE can invest in antique objects of art—a complete washout for present purposes. He probably will, however, reinvest for profit—in bonds or securities, the proceeds of which will go into additional labor-saving machinery and, for present purposes, be a positively harmful disposition of the new wealth.

However, the same \$100,000, distributed say among 200 mechanics, easily would support a new Ford agency and an addition to the well-known Dearborn factory, or the equivalent thereof, and a lot of people would be happier and healthier.

All these facts are so self-evident that their imminent comprehension by industrial and financial leaders seems inevitable. It is possible that the future stability of our own and other industrialized nations will be brought about, not by Communists, Fascists, or other Socialist, and essentially Nietzschean politicians, but by the planning of these leaders themselves for a more workable distribution of increasing industrial profits under our own democratic and individualist system.

Foreign Students

PROFESSOR THOMAS S. FISKE of Columbia university announces that examinations to test the English of foreign students wishing to study in American universities will be given in twenty-nine countries in the spring.

This examination will be under auspices of the college entrance examination board, of which Professor Fiske is secretary.

He points out that there is no use in a European scholar coming to America to continue his studies unless he has sufficient command of the English language to make such study practicable.

The examination will be financed through a grant from the Carnegie Foundation for International Peace. Industrial and Scientific Engineering describes the lifting of the federal quarantine on Florida products by the United States secretary of agriculture as "science's first victory over an insect."

The journal says: "If, as is expected, it is shown that the fly has been eradicated, then this feat will be recorded as well-nigh the first real victory of the race over an insect."

Daily Thought

But it is good for me to draw near to God: I have put my trust in the Lord God, that I may declare all thy works.—Psalm 73:28.

Exercise your God-given power of trust. Look up! Salvation is provided and nothing remains to be done. Take hold! Take hold! Do not wait!—Bishop Jones.

Who was the mother of Salome? Her name was Herodias.

What is the value of a large cent dated 1823? It is cataloged at 3 to 25 cents.

When did "Calamity Jane" die? Jane Burke, known as "Calamity Jane," died at Deadwood, S. D., Aug. 1, 1903.

We Offer

and

Recommend

North American Trust Shares

Cumulative Trust Shares

PFAFF and HUGHEL

INCORPORATED

Lincoln 2565 129 E. Market St.

INDIANAPOLIS

Fill in and mail coupon for complete information

Name Address