



## The Indianapolis Times

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

### World Court Attacks

When the senate fight over American adherence to the world court is renewed in December, opponents will use the latest major decision of the court to discredit it.

They will say the court opinion, that the proposed Austro-German customs union would violate Austria's pledge under the Geneva protocol, was a political, rather than a judicial, ruling.

They will say that the eight-to-seven division of the judges, with France and her military allies providing the judges which made possible the adverse majority, proves their charge. They will make capital of the fact that Frank B. Kellogg was one of the seven dissenting judges.

As an advocate of American membership in the court under the Root protocols, this newspaper is inclined to admit that there probably is some truth in these charges. It looks to us as though political considerations may have influenced some of the judges.

That is unfortunate. But no sane supporter of the court ever has argued that it is perfect.

Probably no American would favor abolishing our supreme court. And yet, a great many Americans deplore the partisan purposes which sometimes have moved the supreme court majority. Similarly, many Americans often are critical of the failures of congress or the presidency, but they do not therefore conclude that those institutions should be wiped out.

Judged in the light of other institutions, rather than of perfection, the record of the world court on the whole is a very fine one. It is difficult to conceive of any effective international peace machinery without a world court.

This one exists, and has the adherence of virtually all other nations. Either the United States co-operates with the rest of the world in this court, or we stay out and thereby weaken the key institution for the peaceful settlement of international disputes.

Given that alternative, an overwhelming majority of the American people—as indicated by the press and every popular poll taken—favors adherence to the court.

That popular mandate would have been carried out long ago had not the administration's political maneuvering prevented senate action. We hope this policy of delay is at an end.

### Reports Without Action

President Hoover vividly described the stigma crime has laid upon this country when he proposed the organization of his commission on law observance and enforcement. The commission finally made four reports, the results of two years' work.

During that time crime has not decreased; recently there have been terrifying outbreaks in New York and elsewhere.

President Hoover probably has not yet had time to read all the fourteen reports. The public, nevertheless, is awaiting his reaction to the reports.

The natural hope was that the Wickersham commission might open the way toward something approaching a cure for crime. Obviously, the Wickersham commission could do nothing of the sort. A majority of the commission found themselves unable to discuss comprehensively the causes of crime, and this implied inability to name remedies.

But the commission did make several fine recommendations on ways to treat phases of the problem of crime.

Will the President request congress to enact the reforms demanded of the federal government by the commission experts?

### Railroad Losses

Net operating income of 171 Class 1 railroads during the first seven months of the year was 2.19 per cent, according to reports to the interstate commerce commission. Last year, during the same period, it was 3.48. Thirty-five railroads operated at a loss.

Net railway operating income is computed on a basis of "property investment." Property investment is the value of the road and equipment as shown by the companies' books. Net operating income is what is left after operating expenses, taxes and equipment rentals have been paid, but before interest and other fixed charges are paid.

The companies' valuations may differ from those of the interstate commerce commission, as they have in several notable instances when the government set out to recapture excess earnings as defined by the transportation act.

Nor is there necessarily a fixed relation between stocks and bonds a railroad may have outstanding and its value.

The railroads' net operating income of \$295,000,000 for the seven months was \$165,000,000 less than last year. This is a sizable drop, and is responsible chiefly for the plea of the railroads for a horizontal freight rate increase of 15 per cent, now being considered by the I. C. C.

The figures show that the railroads have suffered severely from the depression. But so have all other businesses, some even more than the railroads, the majority of which at least are not idle or running at an actual loss.

The question naturally arises whether the railroads have been forced to bear a disproportionate share of the cost of readjustment, and doubtless this phase of the rate question will be given due consideration by the I. C. C. before it allows a rate increase which finally must be paid by consumers.

### "Lake Mead"

The board of geographical names has recommended that the greatest of all man-made lakes which the Boulder dam will create will be named for Dr. Elwood Mead, chief of the United States reclamation bureau. We hope that it will.

Author of the Wyoming water law, pioneer in land settlement in California, engineer, teacher, evangelist for reclamation, Dr. Mead has been a valuable public servant.

Throughout the long fight for the Swing-Johnson act, Dr. Mead, among all other administration men, stood firm for sound power features of the Boulder dam measure.

### A Coalition?

Let congress, says James M. Beck, Republican representative from Pennsylvania and a former solicitor-general, form a coalition, elect some "fair-minded" man as Speaker, and cut federal expenditures from three to five billions.

It seems a good idea, but it should be contemplated in connection with the party lineup of the seventy-second congress. Republicans will have a shaky majority of one or two and the progressives will possess the power of turning that minute majority into a minority.

"The difficulty of effecting economies in the con-

gress," Beck goes on, "lies in the party system, for the minority always can propose extravagant expenditures, which, if rejected by the majority, makes for it enemies and no friends."

It is possible, we wonder, that Beck realizes that he may be a member of the minority and is seeking ways of avoiding making "enemies and no friends," particularly in a presidential year?

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### Labor Looks Abroad

Ever since the World War, when the American Federation of Labor withdrew from the Amsterdam International, the American labor movement has been largely nationalistic. While committed on paper to the League of Nations, its chief concern has been with domestic problems rather than world conditions and their effect upon local wage scales and living conditions.

Today signs multiply of a wider viewpoint.

In a recent speech, President William Green came out for cancellation of allied war debts and German reparations, on the ground that these stand in the way of permanent peace and prosperity.

Elaborating his statement is an article by John P. Frey, head of the federation's metal trades department, urging cancellation based upon the contingency of material reduction of armaments, and denouncing the Versailles treaty.

"It is of immediate and direct importance to the trade union movement in Europe and to our own," Frey stated, "for it is clear now that the causes of industrial depression in Europe is due to reparations, war debts, and the feverish expenditures of money for military purposes, coupled with fear of future wars."

Interesting also is the action of the federation's executive committee at Atlantic City in voicing a determination to ask the senate to ratify our entry into the world court under the Root formula.

One thing more the federation should do to demonstrate its broader world vision. This is to speak clearly in opposition to such hate-breeding atrocities as the recent Smoot-Hawley tariff act and demand downward revision in the name of world trade and peace.

Perfectly logical, when you come to think about it. Aviation represents a tremendous compound of invention and discovery. It is one of the last words in technical knowledge, not only with regard to wind pressure and combustion engines, but with regard to many other things. It represents our first effort to employ vehicles out of their natural element.

People are interested in stunts not only because of the thrill, but because stunts show the pilot's individual skill.

People like to see what a man or woman can do that is different and daring, like personal performances. They can imagine themselves doing the same thing, and how it would feel.

It's Perfectly Logical

LIKE so many other things, aviation is ranging beyond the capacity of individuals, except in the stunt realm. Instead of evolving into a flock of winged flivvers, as most of us expected fifteen or twenty years ago, it promises to become a highly organized activity.

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The safety of those who ride in airplanes is dependent on motion derived from mechanical power. That means that nothing should be left to ignorance, incompetence or faulty construction.

Unyielding vigilance, strict attention to detail, and exacting supervision are essential to create public confidence in air transportation, and they can not be had without organization.

It Can't Be Done

BECAUSE organization is essential in mechanical fields, we should not assume that it is essential, or even desirable, in all other fields.

There still are many things that we not only can do better alone, but that we must do alone.

No system has been devised whereby we can be born in an organized way, or die in an organized way. No matter how many folks are standing around, we have to go through each of these performances by ourselves, and a lot more in between.

Though we can be helped in obtaining knowledge, what it means and the use that is made of it, rests largely with each of us as an individual.

For certain phases of life—and they are very important phases, there just isn't any room for a corporation, board of directors, bond issue, or mass production.

The fact that they are poor and so obviously without the simplest luxuries does upset us. But what I can not forget was the groping, sightless look on the woman's skin, set face.

Such individuals may not always be in dire straits for food. But assuredly they need medical attention desperately. Glasses, dental work, and a doctor's help.

"TODAY IS THE ANNIVERSARY OF KORNILOFF'S REVOLT

THREE persons were riding atop the junk wagon. The man was unkempt and carried a sickly pallor. The woman drooping beside him had sore, straining eyes. Her face was a mask of misery. The baby on her lap was a pitiful little object.

These must, without a doubt, always be junk men. And these men also will, I presume, go on having wives and children. They are as much a part of our world as the garage mechanic or the department store clerk.

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We boast a good deal about our free clinics and our charitable institutions, and perhaps we have reason to do so. But the truth is that only a small percentage of those who can not pay get adequate care, optical, dental, or medical.

A good parent may send his children out to fend for themselves without a penny of money. But he is not a good parent if, having the means, he lets them go from him without clear brains and healthy bodies. Giving them these, he has done his duty.

No father owes his adult child a living, and no government like ours owes its support to one of its citizens. But we shall not have an enlightened civilization until we insure to every man, woman, and child the right start—health.

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## M. E. Tracy

SAYS:

Another War Would Mean Mechanical Murder From the Air and Horrors Men Haven't Even Dreamed About.

NEW YORK, Sept. 9.—Making due allowance for the inability of mutineers to function with disciplined effectiveness, the Chilean revolt furnishes a good test of ship versus plane.

It threatened to be serious, if not successful, until the aerial bombardment put a speedy end to it.

Having run away with the entire navy, the sailors were in a position not only to defy capture by the army, but to inflict untold damage on coastal towns.

Air forces represented the Chilean government's one hope. Even Billy Mitchell couldn't ask for a more convincing demonstration than they gave.

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Here's Mechanical Murder

WITHOUT a doubt, war is going into the air.

Navy is all right as long as they can fight each other, or destroy merchant ships, but when it comes to battling aircraft, they are about as effective as was cavalry on the western front.

What is bound to happen in case of another major conflict should be enough to make any man want peace.

Half-ton bombs dropped from a height of five miles and filled not only with dynamite, but poisoned gas; lakes and reservoirs showered with deadly germs, and a lot worse things that haven't been dreamed of—war no longer contains the slightest element of sportsmanship or personal heroism. It's just a matter of mechanical murder.

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Mere Childishness

SPEAKING of sportsmanship, Gar Wood says he tricked Kaye Don into starting too soon and being disqualified as a result.

He says that he made up his mind to do it when Don refused to agree to a delay of forty-five minutes in starting the race which he had requested, to repair a leak in his gas tank.

Should Americans cheer for Wood because he is their speedboat champion, while Englishmen condone with Don for a similar reason, or should everybody unite in disgust at such childishness?

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Just Human Nature

SPEAKING of sportsmanship, Captain Eaker says that those attending the Cleveland air races are far more interested in stunts than in flying records.

This proves little, except that human nature hasn't changed very much.

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