

The Indianapolis Times

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

Cutting the Costs

Today the special session of the legislature grapples with the same problem that has faced every citizen and every business for the past three years.

It must find ways of raising money for government. It must cut costs to fit the capacity to pay.

With the total income of the state reduced to one-half that of 1929, the cost of government remains the same.

That is not the whole problem. Interest charges on county, state, cities, school cities and other fictional governmental units remain the same. The problem is not so simple as declaring a horizontal cut of 50 per cent in present costs. The interest burden is the same as before.

It is most obvious that real estate can no longer carry the burden. The farmer is broke. The industrial worker has lost his job and sees his home being slowly confiscated.

There will be a fight against the innovation of an income tax. Yet that seems to be the one fair way to levy taxes in a crisis, even if incomes are dwindling so fast that such a tax would need frequent revisions and those who have incomes will look upon the tax as confiscation. The reply is that real estate is being confiscated or has been confiscated.

In such an emergency, the first job should be the elimination of projects which are of doubtful value or lack the quality of emergent necessity.

The state highway commission, with its huge twenty million dollar a year fund, could easily be put on a business instead of a political basis and its funds placed elsewhere with no great loss to the state.

The percentage of its funds which go to labor do not compensate for the huge burden upon the people. There is no emergency need of more roads at a time when sales of automobiles are falling and the use of the automobile is less and less.

The distribution of its funds to cities which pay the most of the tax, in order to give employment to workers on streets, is imperative.

Wage cuts will undoubtedly be fought bitterly, and yet wage cuts must come or there will be no pay envelopes.

Nor will the legislators be forgiven if they fail to look at the "emergency" fund at the disposal of the Governor. The knife could be used there.

The emergency that exists threatens every home owner, every farmer, every worker.

The time has come to act with some regard to the small taxpayer. Income taxes must replace property taxes. And the political barnacles must be cut away from the ship of state.

To Franklin D. Roosevelt

The Democratic platform, which you accepted "one hundred per cent," says:

"Pending repeal, we favor immediate modification of the Volstead act to legalize the manufacture and sale of beer and other beverages of such alcoholic content as is permissible under the Constitution and to provide therefrom a proper and needed revenue."

Immediate modification has been proposed in congress. Certain Democratic leaders in that body seem determined to wait until after election.

Do you, as the party's nominee and leader, in light of the wording of the document and of your complete approval thereof, approve of waiting, or do you interpret immediate as meaning now?

Germany in 1899 and France in 1932

There is an amazing contrast between the press comment on Germany's behavior at the Hague conference of 1899 and that on the reaction of France to the disarmament proposals of the Geneva conference and of President Hoover.

In 1899 Germany was attacked bitterly as the dog-in-the-manger blocking universal disarmament and compulsory arbitration of all disputes. But there was no adequate ground for such condemnation.

The Russian proposals of limitation of land forces was bogus. Count Witte himself confessed that they were not offered in good faith. Further, every major power except Russia opposed them—not Germany alone.

Great Britain, led by Admiral Sir John Fisher, resolutely opposed any suggestion of naval limitation or reduction. At the very time the Hague conference was sitting, Great Britain requested a large additional appropriation to build warships.

At the second Hague conference in 1907, the problem of disarmament was not even discussed seriously, both France and Germany opposing such move, Germany co-operated with Britain in establishing the international prize court, the main achievement of the second Hague conference.

In short, the Russian proposals for armament limitation were not made in good faith, but were a piece of selfish and temporizing Russian strategy; the arbitration program in no way covered the basic causes of war; Germany was no more opposed to limitation of land armament than was France, though she had far greater need of extensive preparations; England was opposed unalterably to any naval limitation; and Germany took as prominent a part as any major European state in bringing about such achievements in arbitration as were secured at the Hague conferences.

Nevertheless, Germany was assailed as the adamant protagonist of Mars and a pariah among the

nations. Her alleged behavior at the Hague conferences even was used as an argument against her years afterward in the war time propaganda which was shaped after 1914.

Now France places herself squarely across the path to disarmament. Russia, Italy and the United States have made sweeping proposals for armament reduction, only to meet the stone wall of French opposition. There is little doubt that Mr. Hoover's proposal is sincere, thus contrasting with the dishonest Russian suggestions of 1899. Yet most of the press of the world outside the Central Powers is blandly tolerant of French efforts to sabotage disarmament.

At the time of the Hague conferences, Germany had sound reasons for opposing disarmament. She actually was encircled by a wall of steel—France and Russia, and later (by 1907) Britain. Her enemies vastly outnumbered her in troops and population.

While France invariably murmurs "Security" when arms limitation is suggested, she has no serious basis for this argument, either in fact or in logic. Never before in European history has any state enjoyed such a vast lopsided preponderance of military power.

Not Alexander, Caesar, Charlemagne, Otto the Great, Charles V, or Napoleon could approach the hegemony which France has established. She and her allies overtop their potential enemies (aside from Socialist Russia) by more than forty to one. For the first time, even England is vulnerable and open to invasion by French airplanes.

Honesty Penalized

In the city named for George Washington, it seems they fire people for telling the truth.

The latest victim of the shush policy is Ethelbert Stewart, 75-year-old statistician in the United States department of labor.

About four months ago Secretary of Labor Doak announced to newspapermen that, upon information supplied by his aids, he could state that employment was on the increase.

Newsman, puzzled, sought Stewart to verify this important statement. Stewart took down the phone, called Doak, and told him that he was not justified by information in his department, in drawing such a happy conclusion.

Doak then called the aged statistician into his office, and in presence of the reporters, rebuked him. Of course events since then have vindicated Stewart and discredited the Doak ballyhoo.

Last week Stewart was recommended for retirement under the new economy bill. His name was omitted from a list of valuable officials who, in spite of years beyond the retirement age, were to be retained in active service because of their usefulness.

Doak explains that he recommended none of the oldsters from his department.

Stewart has been in continuous government service for forty-five years. He is recognized as one of the ablest men in his line in America, and his honest work on employment is needed particularly now.

He has, he says, a "lot of pay dirt" in him yet. But, unfortunately for him and the country, he is too candid.

While You Pay and Pay and Pay

You, dear reader, have started paying 3 cents for a postage stamp. You are paying a tax on your tooth paste. You are feeling the pinch of the new nuisance taxes. As the months pass, these taxes will become no easier through frequent paying; they never do.

Every time you mail a letter, buy a tube of tooth paste, a box of candy, matches, lubricating oil, gasoline or any one of a long list of things, these new taxes will come just that much more burdensome. Your patriotic desire to help balance the budget will not eliminate the annoyance of these nuisances.

Taxes, of course, must be levied and collected. The government could not operate otherwise. Yet there are easier, pleasanter taxes, and the way is mapped out to levy and collect them.

The Democratic convention, by overwhelming vote, declared for the repeal of the eighteenth amendment and for immediate modification of the Volstead act to legalize and tax beer.

The Republicans declared for doing something or other about prohibition and, by November, will be claiming, undoubtedly, that they are as keen about repeal as the Democrats.

Yet neither Republican nor Democratic congressmen will be sincere or convincing when they fail to vote to modify the Volstead act now.

Congress can raise as much as \$375,000,000 in federal revenue through a tax on beer. That sum exceeds all that will be raised by the petty nuisance taxes.

Think of this as you enjoy the luxury of licking a 3-cent stamp. Keep it in mind when the congressional campaign gets under way. And don't forget it when you enter the polling booth in November.

Just Every Day Sense

BY MRS. WALTER FERGUSON

THE Southern Presbyterian budget, says the church's publication, is two million dollars for 1933-34. Of this amount, \$1,046,667 will go to foreign missions.

I have no doubt that many other denominations are apportioning their cash in the same manner. Which seems rather too altruistic these days.

But we Americans have a passion for lending succor, encouragement, and uplift to the foreigner. It would be interesting, indeed, to find out just how many millions we have put into the business of whole-sale soul-saving over the period of our national existence.

Too much, certainly, when we consider the state of our own morals. Of course, the general idea is excellent. The Apostles were admonished to preach the gospel to every nation.

But, then, they did not set out at this work until they had things pretty well perfected in their own group. And every churchman knows in what low esteem Jesus held the Pharisees.

TO educate, reform, and save those at home now appears to be the highest duty of every citizen. A decent, well-fed, moral America would be perhaps in a position to rebuke the naughty heathen.

But so long as we have such horrible conditions as exist in the Kentucky mining regions we should think twice before we ship any cash or tracts to the Congo. Our politicians, even the noblest of them, could do with a good deal of high-class reforming.

Sanitation in the Mississippi delta and the Arkansas and Red river bottoms is quite as bad as that in the Congo regions. The South Sea savage, dining on coconuts, is remarkably lucky when compared to hundreds of our citizens, as they sink down alleys sneaking scraps from garbage pails.

Besides all that, thousands of our pastors are not getting their salaries regularly. Small towns and rural communities are lacking pitifully in religious leadership.

Ignorance, bigotry, and intolerance every day slam church doors in the faces of intelligent people. Heaven knows we need every cent we are sending abroad to feed, clothe, and educate ourselves.

M. E. Tracy

Says:

Aviation Is Bringing People Closer Together, but Whether for a Hand-to-Hand Fight or a Love Feast We Do Not Know.

NEW YORK, July 7.—Another round-the-world flight in progress; another quick gamble with fate for death or glory; and how we love it!

It's the old circus on a grand scale, the hair-raising stunt of fifty years ago magnified 1,000 times.

Flooding engineers made it possible, but we have scant time for them.

What we enjoy is the morbid side, the kick of picturing ourselves in like position.

It gives us a feeling of superiority over past generations, the excuse to dream of a still more thrilling future.

What such future may mean by way of common benefit, we neither know nor care.

The god of speed has come to claim our devotion. We are willing to offer blood sacrifice if he will but show us how to go faster.

Aviation Links World

Aviation is bringing people closer together, but whether for a hand-to-hand fight, or a love feast, we do not know.

We ought to be giving the question more study, because a good deal depends on the way it is answered.

If war lies ahead, these engines of swiftness and power better would be scrapped.

It's time to think where we are going before we get up too much steam: to remember that whatever brings America close to Europe and Asia, brings Europe and Asia just as close to America.

The mere ability to do things is of little account, unless guided by wisdom.

Thinks Most of War

WE live in a world which, though paying lip tribute to peace, still thinks of war, still strives to mobilize the best trained armies and invent the most effective instruments of wholesale murder.

While some people contemplate airplanes as vehicles of quick and easy travel, others visualize them as engines of sudden death and destruction.

Long as this conflict of ideas persists, we can not know whether we are making progress.

The scheme of things needs something higher than mechanical achievement to guarantee that it is moving in the right direction.

The world needs something finer than a passport for motion to make it safe.

We can cross the ocean in less time than it took our forefathers to call on a neighbor, but they could write a constitution in less time than we can pass a relief bill.

People Most Important

CONSIDERING what we can do, there ought not to be a hungry child in this country, or a man out of work who wants to work. There ought not to be many mistakes in the administration of justice, or unreasonable delays.

There ought not to be any such thing as political corruption, or racketeering. There ought not to be so much unhappiness and discontent as there is, so much confusion and bewilderment.

We must think of something besides the roar of motors if we are going to make them instruments of real service to mankind, something besides the soulless strength of steel, or the equally soulless power of dynamite.

People still are the most important products of the human race, and everything we do should be subordinated to their welfare. If we fail to produce more intelligent and higher-minded people, we might as well forget the rest.

Questions and Answers

How much are ivory tusks in their natural state worth?

Between \$250 and \$3 a pound.

How many banks were there in the United States at the close of the year 1931, and how many suspensions occurred during that year?

Dec. 31, 1931, there were 19,668 banks in the United States, and suspensions that year were 2,298.

Who was Maquenda?

That is the traditional name for the Queen of Sheba.

Is the phrase, "The lesser of two evils," in the Bible?

"Of two evils, choose neither," is from "Job the Ploughman," by Charles H. Spurgeon, the English evangelist. The sermon derives from an old Roman proverb, found in Cicero, "Of two evils, choose the less," quoted also in "The Imitation of Christ," by Thomas A. Kempis. The phrase is not in the Bible.

Do United States assay offices buy gold?

Yes, in lots of \$100 worth, or more.

How many elementary public school teachers, public high school teachers, and teachers in universities and colleges are in the United States?

Elementary public school teachers, 640,976; public high school teachers, 213,300; and teachers in colleges and universities, 64,195. The figures are for 1929-1930.

What does "Erin go bragh" mean?

Ireland forever. It was the ancient battle cry of the Irish.

What is the origin of the name Peckness for the big horse race at Pimlico track?

It is the name of the horse that won the first Dinner Party stake, at Pimlico in 1870, the most famous racing event of the time. The horse took its name from the farm of H. M. Sanford, its owner.

What is the official abbreviation of Kansas?

Kans.

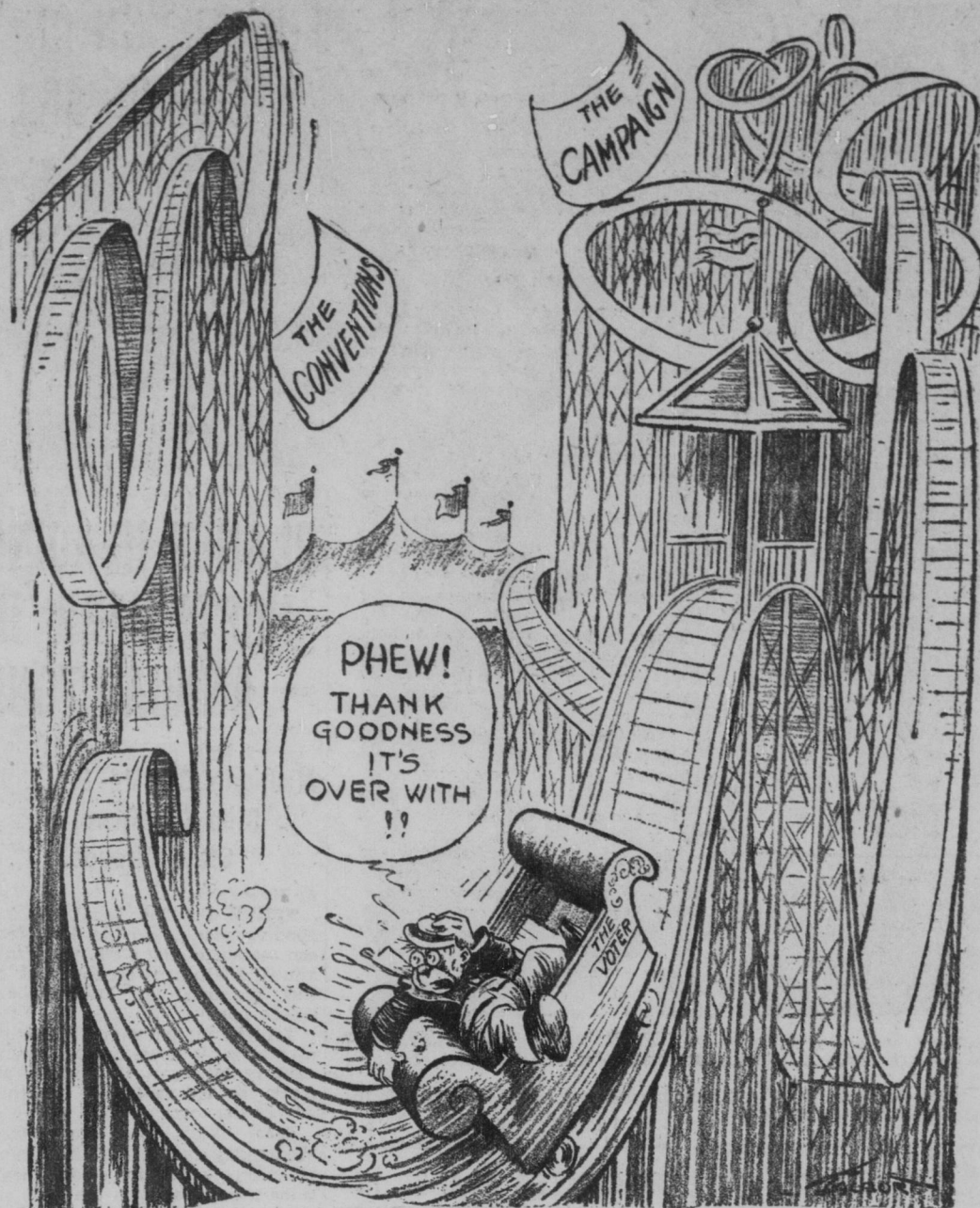
What is an "orreyry"?

An apparatus for exhibiting solar system motions.

How large is the French-speaking population of Canada?

2,452,751.

Shucks, You Haven't Even Started Yet!



DAILY HEALTH SERVICE

Meningitis Shows Gradual Increase

BY DR. MORRIS FISHBEN

Editor Journal of the American Medical Association, and of Hygiene, the Health Magazine.

ONE of the most serious of infectious diseases still attacking mankind is cerebrospinal meningitis, also occasionally called spotted fever and brain fever.

The attack is caused by action of the germ of meningitis called meningococcus on the membranes of the brain and spinal cord.

During the early months of 1932, there was an increase in the disease in England and an epidemic prevailed in Egypt and in Hongkong.

Following the World war, there were epidemic outbreaks in the United States.

Thereafter the disease decreased until about 1923, when it reached its lowest level. Since then the condition gradually has increased.

Reports from Russia indicate a continuous increase in the disease there since 1923, late figures reaching the highest ever reached in that country.

The increase in the United States has been moderate. A new maximum was reached in 1929 with a severe epidemic that crossed the country, affecting, however, only some nine people in every 100,000.

Since 1929, the disease has been decreasing in this country, so that 320 cases occurred in January and

335 in February, 1932, as compared with 595 in January and 588 in February in 1931.

The only way in which the average person can protect himself against meningitis is to avoid any possible contact with a case of the disease.

Attempts have been made in time of epidemic to use preventive vaccination, but in general such preventive vaccination is not advised.

Use of nasal sprays, mouth washes and lotions has not been proved to be of special value. When the diagnosis is made, treatment with the specific curative serum has great value in lowering the number of deaths and in preventing paralysis.

Times Readers Voice Their Views

Editor Times—"May God have pity on my poor baby," said the slave mother of the nation's greatest Negro, Frederick Douglass. This same statement may be applied to the Republicans and their 1932 platform. They failed to fill their lamps with oil and it is growing dark.

They failed the voters who put them in office in 1928; they nearly bankrupted the nation; they let the soldiers and babies starve. These helpless men and babies asked for bread and received a stone.

Every man fighting for the bonus would lay down his arms if you had given him work with a decent wage. Then they tell you, "We have kept the world out of a panic!" Why do decent people owe them another chance? They don't, and they never will get it.

The G. O. P. failed the soldiers and then played them such stirring music as "Over There." Yes, that is where your bonus went.

I am not prejudiced against foreigners. It was they who made America the land of the free and the home of the brave many generations ago. It was they who laid the foundation of our nation, outwitting the mistakes of the old world. It was they who knew the sweetness of freedom. If deprived of that sweetness, like honey, it tastes like gall.

We find we can not live as luxuriously without the foreign trade. Our tariff has killed that. Again they tell us we have prohibition. Then why did they put a 3-cent tax on an article that goes in bread and cake, a necessity of life—I mean malt. They straddled the fence till their legs are bowed.

When Al Smith foretold the voters where the country was drifting, they failed to elect him. The old adage reads, "He who eats the pope dies of indigestion." But this time it has a modern version. "He who utters the words of starvation or stood in the soup line."

We have had too much prohibition and we do not want it ever in any form. Now if any one wishes to answer these charges, please be a good sport and sign your name. Cowards only write anonymous letters, and I wish to say the

SCIENCE

BY DAVID DIETZ

Cooling System to Be First Thought in Automobile of Future.

AUTOMOBILE engines of the future will be designed on a new principle, making it possible for the twelve-cylinder engine of tomorrow to furnish the power of today's sixteen-cylinder engine.

This 33 per cent increase in power will be obtained by improving what now is considered a necessary evil, namely, the cooling system.

C. D. Hawley, assistant director of the engineering laboratory of the Elkhart Gasoline Corporation of Detroit, is the authority for these statements. His opinion is based upon experiments carried out in the laboratory.

Hawley points out that today the cooling system gets the least attention. First, the engine is built. Then the cooling system is installed in the space left.

He predicts that in the future the policy to be followed will be just the opposite. The cooling system will be considered first, necessary space allotted to it. Then the engine will be built in the space remaining.

Hawley is led to these conclusions as the result of experiments which showed the importance of the cooling system in attaining efficient operation.

Improvements Help

THE tests showed that as much as a third more power can be gotten under test conditions from a modern high compression engine merely by improving its cooling system, Hawley says.

"To utilize fully these developments in cooling, tomorrow's automobiles may be designed with large and efficient cooling systems first, using the remaining space under the hood for the actual engine instead of the reverse, as at present," he says.

"The cooling system has in the past been considered a necessary evil, but these tests indicate that it may be as important as cylinder size in determining the power output of modern automotive engines.

"Constantly, large cooling spaces in the actual cylinder blocks, even if this requires a reduction in cylinder size, will pay in the ultimate efficiency of the machine.

"The tendency up to now has been to increase continually the size and weight of the engine to secure more power, and since the hood space has been limited by considerations of symmetry of the finished car, the cooling system has been reduced to make room for the expanding engine.

"Multiplication of cylinders, and increase in diameter of cylinders and pistons has gone so far, however, that further advance in this direction seems unlikely."

Question of Weight

HAWLEY believes that increases in engine size have reached the point where the question of weight must be taken into consideration.

"Increases in engine size," he says, "add to the weight of the car at the same time that they increase its power, and this greater weight materially reduces the ability of the car to make a quick getaway in traffic.

Exhaustive tests indicate that acceleration from a standing start is more important in fast auto travel than top speed on the stretch.

To permit maximum acceleration, the power output of the motor must be increased with a minimum additional weight.

"More power without added weight is being secured by the use of high compression engines designed to use anti-knock fuels, but other developments must accompany this if full efficiency in this respect is to be realized.

"Smaller engines with larger cooling systems and radiators will yield increased power without adding to the car's weight.

"Cooling of valves and valve seats and even special cooling of pistons themselves yields greater power than the best present high compression engines, and at the same time increases the life of engine parts.

Valves, whose failures often unjustly are blamed on every possible cause, can be made to last several times as long if proper precautions are taken to keep