

This Is Your Column

You Say It

Be Your Own Columnist;
This Page Is Open for
Your Views.

Editor Times—NEVER have considered myself a conservative and open-minded, on any and all subjects, studious, and observant of all debatable situations, which naturally included politics, but after reading the Ford article in The Times I can not refrain from becoming a harsh radio in the coming election.

I voted for Hoover in 1928, but his administration so grossly and flagrantly, hypocritically and outrageously, has misrepresented "government of the people, by the people and for the people" that I feel the only way open to me to rectify my gross mistake of four years ago is to repudiate my former vote and cast my next for Governor Roosevelt.

However, should I read of one of Roosevelt's supporters of the same standing as Henry Ford uttering the same statement as the one Ford made, I should be compelled to cast my vote against both Roosevelt and Hoover, and I believe that any one of Henry Ford's standing being guilty of such base and rotten coercion over a scared and slaving army of employees such as Ford has should be exiled from the shores of the "land of the free and the home of the brave." Any form of government which fails to take such action against such an autocrat is not worthy of even a consideration of the masses, as they are unworthy of governing free peoples if such yet exists in this United States of dirty politics, lies, graft and favoritism.

A TIMES SUPPORTER.

Editor Times—I SEE where Mr. Roosevelt, if elected President, is going to create a new position for Alfred E. Smith. He proposes to place him in a position to reorganize federal departments and to handle government finances.

Mr. Smith, while Governor of New York, is accredited with reducing the number of state departments from 180 to 18. If he is so efficient as a public servant, why was he not able to carry his own state when he was seeking the highest office in our country?

Surely the good people of New York state had not forgotten what he had done for them while he was Governor. If any Governor could and would reduce the expenses of our state, I don't think it would be forgotten by the people immediately.

Mr. Smith is pictured as the victim of persecution, but when his own state turned him down, how could the rest of the states support him?

JOHN H. BAILEY.

Editor Times—HOOVER's administration would like to tell the people that the depression could have been worse if it hadn't been for them being in Washington. On the contrary, it induces one to believe that if it hadn't been for them being in Washington, the depression wouldn't have been half as bad as it now is.

Hoover's administration has offered us nothing but promises of prosperity around the corners, and still they are telling us of the apparent upturn of good time, that they may catch the people's vote for another term in Washington.

The fact remains that the depression is here, 11,000,000 unemployed are facing a hard winter. The Reconstruction Finance Corporation didn't do any good to the unemployed nor the farmers, nor to the common citizen who is entitled to a citizen's fair play. The big bankers, factories and other syndicates were the only ones benefited by it. Even Dawes resigned as the head of the finance corporation and borrowed \$80,000,000 for his own banks.

It is the individual who needs a lift. If the soldiers' bonus had been paid, it would have done the whole country more good than the money poured into the finance corporation. If you believe in the promise of "watch the great onrush of Hoover's administration for better promised times," then vote accordingly. If you believe in the last two years of depression and the failure of Hoover's administration to cope with it, then act accordingly.

Fine talk and speeches do not feed the unemployed, nor give them employment. Actions and facts are what we need, and we need them bad, and unless you vote for the right party, it will continue hard times, and it is going to be worse than it now is. Roosevelt is the man of the hour, a man with new ideas and a man of philosophy.

VICTOR VOLMER.

Lawrence, Ind.

R. F. C. MONEY IS SOUGHT FOR WILD PROJECTS

Woman in Boston Sees Way to Make Herself \$480 a Month.

By United Press—WASHINGTON, Oct. 24.—A woman in Boston, who wants to borrow \$150,000 at 3 per cent so she can loan at 7, and a Mississippi "gentleman" needing funds for raising gold fish, are among the latest applicants for Reconstruction Finance Corporation loans.

Some other odd applications: From the Reno (Nev.) man who wants a medium sized sheep so he can go into the wool business.

From a syndicate anxious to make artificial lakes in Alabama for duck shooting purposes.

From promoters, who want to pipe fresh water from the Florida mainland to islands off the coast.

Extending a Sponge Farm

From some financiers, who want to build a bridge half-way across the St. Lawrence river—"some Canadian group certainly would build the other half."

"A loan of \$225,000," one application read, "would make it possible for me to extend my sponge farm." The water, food and climate for such a farm are present on my Florida holdings. Remember, sponge prices are not depressed. Please advise me your rate of interest on such a self-liquidating project."

The Boston woman informed the corporation that she is a former real estate saleswoman and that she has loans arranged for the entire \$150,000. Her loans, she said, would yield \$1,500 a year, or about \$480 a month for herself.

Would Raise Goldfish

From Mississippi came the following: "Gentlemen, I believe you are interested in advancing the beautiful as well as material things of life. For years I have longed to propagate gold fish. A loan of, say, \$75,000 at not more than 3 1/4 per cent interest would make this possible. Please write particulars for a worthwhile loan."

Such loans, needless to say, can not be made, under the law.

DRY CHIEF FOR HOOVER

President Is "Friend of Prohibition," Says Mrs. Ella Boole.

By United Press—YORK, Pa., Oct. 24.—Mrs. Ella Boole, national head of the W. C. T. U., favors the re-election of President Hoover as a "friend of prohibition" who is being deceived by wet associates," she said in an address here.

HEARST HEADS WEST

Publisher Leaves Cleveland Clinic for Ranch in California.

By United Press—CLEVELAND, Oct. 24.—William Randolph Hearst, publisher, left Sunday for his California ranch. He came here three weeks ago for an operation at the Cleveland clinic and had remained in the hospital for another term in Washington.

Hearst predicts the election of Governor Franklin D. Roosevelt by an overwhelming vote.

FIND MAN, GIRL SLAIN

Bodies of Couple Discovered in Field in Alabama.

By United Press—GASDEN, Ala., Oct. 24.—Bodies of T. Russell, 50, furniture salesman, and Miss Bernice Groover, 29, daughter of a retired minister, were found in a field near here today.

Hearst is expected to be buried at a local cemetery.

BOMB BLAST INJURES 2

Women Are Hurt When Dynamite Goes Off on Miner's Porch.

By United Press—MALESTON, Okla., Oct. 24.—Two women were injured when a dynamite bomb exploded on the porch of the home of a nonunion miner at Dow, ten miles from here, state officers were advised today.

AUTO INJURIES FATAL

PRINCETON, Ind., Oct. 24.—Miss Mabel Watt, 44, died in Methodist hospital here today of a neck fracture, suffered in an automobile accident Oct. 16.

Lawrence, Ind.

French Will Launch World's Greatest

Ship Oct. 29; Eleven Decks on Vessel



T-6, of 1,020-Foot Length,

Is Expected to Cross

Ocean in 5 Days.

BY MINOTT SAUNDERS

NEA Service Writer

ST. NAZARE, France, Oct. 24.—The gaunt hull of the world's largest ship, blessed by a bottle of the choicest champagne, will be sent sliding into the sea here at one of the highest tides of the year on Oct. 29.

This liner is known in the drafting rooms and mechanical works by the simple unromantic designation of the T-6. But "Normandie" is the name that probably will be given to the super-liner when it is launched.

The T-6, which was laid down in January, 1931, will have a tonnage of 75,000, making it easily the greatest vessel ever launched. The White Star liner Majestic has 57,000 tons, its height will be 176 feet. It will

have a passenger capacity of over 1,000 and a personnel of about 52,000.

The Cunard line stopped work some months ago on its celebrated mystery ship which was designed for about 73,000 tons, and whatever happened to the program of its construction, it now seems certain that the T-6 will be in the Havre-New York service long before any rival of its size.

According to plans, the new French ship will start operation in the spring of 1934.

From the point of speed, the French line expects the T-6 to make the Atlantic crossing in five days, regardless of the weather. It is no secret that officials here hope that their boat will take the speed record from the Germans.

The T-6 will be 1,020 feet long over all and 118 feet abeam at the waterline. From keel to funnel tops its height will be 176 feet. It will

weather without any diminishing of speed.

The launching of this great hulk will be a delicate business. The ways will be greased with forty-three tons of tallow, more than a ton of soap and two and a half tons of lard, representing a cost of 150,000 francs, or \$6,000.

The ship will be propelled by four electric motors of 40,000-horse power each, connected with four shafts and four screws. In addition to the electric motors, a group of turbo-dynamos will provide power for elevators, cranes, lighting and ventilation.

The lines of the vessel are rather original. An inclination of the deck above the water line is designed to prevent the waves from washing over the decks. The top deck forward is rounded like a shell and this section ends with a spine which is calculated to stop any flow of water and get rid of it without damage.

The idea is to go through rough

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This will be a dramatic moment, for nothing so comprehensive in the way of launching ever has been attempted before.

France's new super-liner as she will appear when she sails the seas.

with the Leviathan nearly the same size, and the Europe and Bremen of the North German Lloyd about 52,000.

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