

The Indianapolis Times

(A SCRIPPS-HOWARD NEWSPAPER)

ROY W. HOWARD
PresidentLUDWELL DENNY
EditorMARK FERREE
Business Manager

Owned and published daily (except Sunday) by The Indianapolis Times Publishing Co., 214 W. Maryland St.

Member of United Press, Scripps-Howard Newspaper Alliance, NEA Service, and Audit Bureau of Circulations.



Price in Marion County, 3 cents a copy; delivered by carrier, 12 cents a week.

Mail subscription rates in Indiana, \$3 a year; outside of Indiana, 65 cents a month.

Riley 5551

Give Light and the People Will Find Their Own Way

WEDNESDAY, MARCH 31, 1937

TRIED METHODS BRING RESULTS

TRAFFIC fatalities reached an all-time high in America last year. And last month, the National Safety Council reports, traffic deaths increased 24 per cent over February a year ago.

Marion County, with 19 more deaths than at this time in 1936, and Indiana, with a total increase in fatal accidents, are conspicuously absent again from the list of safer communities and states.

Part of the heavy accident increase this year can be explained by the fact that exceptional weather drew an unusual amount of highway traffic. But even this cannot explain away the lack of a co-ordinated safety program in Indianapolis.

Definite encouragement in the safety movement may be found in the figures showing that 18 states reduced motor vehicle deaths during 1936 despite a great increase in traffic volume.

"The reductions in these 18 states were not obtained by some brand new idea but by the intensive application of the standard line of attack," says Sidney J. Williams of the National Council.

The Council's three-part formula of education, engineering and enforcement is no secret. It has been applied in other communities with success. It can and should be applied in Indianapolis.

TOWARD A LABOR POLICY

IN its unanimous opinion upholding the Railway Labor Act the Supreme Court went far toward helping Congress promote industrial peace through the formation of a national labor policy.

Such a policy is about three-quarters written into Federal law. The Norris-La Guardia act drastically limits the use of Federal court injunctions in labor disputes, outlaws "yellow dog contracts," protects labor's right to self-unionization. The Wagner Labor Relations Act shields workers in their efforts to unionize, forbids certain unfair employer tactics and creates a workers' tribunal of first instance to enforce the new code of labor rights. The Railway Labor Act grants these same rights to railway and airline workers and in addition sets up for these industries a Federal mediation system to aid in making and maintaining agreements in the interests of peace.

Completion of the Government's labor program awaits, first, a Supreme Court decision on the constitutionality of the Wagner act and, next, the extension by Congress to industry generally of the mediatory technique so successful under the Railway Labor Act.

Slowly and painstakingly the Government is evolving a policy and a body of laws to take the place of the costly anarchy that has reigned in management-labor relations for so many years. Its formula is a typically American one, grounded in fair play. The sooner it becomes universally accepted law and is adopted by both employers and workers in letter and spirit, the sooner we can hope for industrial progress and domestic tranquillity.

THE "CO-OP" REPORT

IN view of the threat of rising prices and the widespread interest among consumers in co-operative ventures as a way to combat high prices, the report of the President's committee on co-operative enterprises abroad is timely. It will be of less value, however, than would be a study of consumer co-operative trends in this country, such as the Baker Committee urges.

We know that the co-operative movement in certain European countries has done well by the people.

But we know little of the movement in this country, except that it has been growing apace, particularly among the farmers.

One of the most valuable bits of advice in the report is from Charles E. Stuart, member of the committee, who warns that "artificially stimulated co-operative movements are likely to be highly destructive and of small benefit."

Co-operation will not grow successfully in the hothouse of paternalism. It will thrive only in the free air of voluntary collective action. In time, we believe, it will become a significant movement in the United States as well as in the older countries.

THE LAST LAUGH

WHEN the Administration launched its project for planting a "shelter belt" across the prairie states as a moisture conserving agent against droughts and a windbreak against duststorms, critics laughed. They said it was a waste of money, a "hare-brained nightmare"; the trees would fail to grow or would die in youth.

Today the Forest Service announces that with only \$3,000,000 out of the allocated \$15,000,000 spent on the project, millions of young trees are flourishing along the belt, some of them already 15 and 16 feet high. Despite two of the worst drought years in history they say that 550 of every 740 trees planted on shelter-belt strips and farm windbreaks are living.

The real "hare-brained" are those who oppose the tree-planting. And the real "nightmares" are the duststorms which the shelter belt is designed to curb.

JOHN DRINKWATER

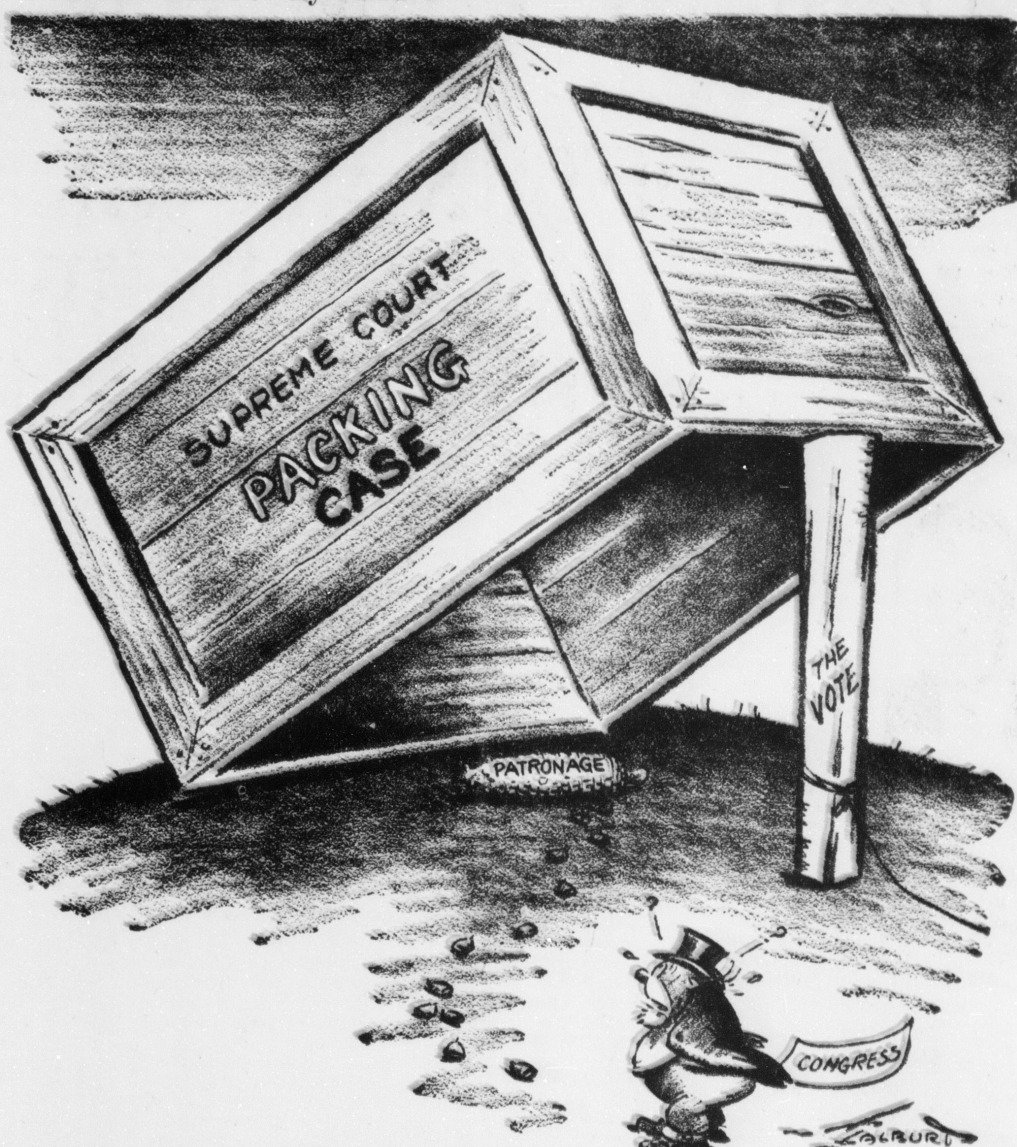
JOHN DRINKWATER, the insurance man who turned poet, dramatist and critic, has gone, and literature will be the poorer for his passing. Time's verdict must be awaited on his stature as a poet. But as an essayist and playwright his name surely will rank among the first in the English-speaking world.

Drinkwater loved children, March winds, flowers and all the things of beauty, but chiefly he admired the greatness of big and simple men. England owes him gratitude for bringing to life her Cromwell, Burns, William Morris and Mary Stuart, America for letting us meet the real Lincoln and Robert E. Lee. He made these figures live in literature or pass before the footlights as convincingly as they trod the stage of life.

Coming Eruptions or Only Gas and Smoke?—By Kirby



Wotta Life!—By Talburt



Fair Enough

By Westbrook Pegler

Persons Who Hurl Bricks at
Writer for Lynching Comments
Now Defend Illegal Sit-Downs.

NEW YORK, March 31.—A few years ago there was a gaudy, two-passenger lynching in San Jose, Cal., which provoked me to say that there were two murderers at least who would not be turned loose on the country after 10 or 15 years to do it again.

The country was pretty well fed up on murder and the technical escapes for murderers provided by shysters of high and low degree and by political intervention. It was my idea that the mob at San Jose just went nuts for an hour in exasperation over the law's failure in matters of this kind.

Well, then it happened. All the coffee-room philosophers and shaggy thinkers of the butcher's paper magazines dusted off their big, foreign words, and all the flat-headed intellectuals of the female auxiliary came storming down the street heaving bricks of indignation and scorn. The high-note of their cry was the sanctity of the law, orderly procedure and the disruptive force of lawless action.

I still wear some of the knobs they raised, but I never entertained the idea that I might be wrong until just lately.

And now, how do you do? For now I find all of them trying to crawl into my bed, and if you will be good enough to avert your gaze a moment, I will pull up my pants and haul out.

Now I find them all cheering the lawlessness of the sit-down strike on the ground that this violation of the law, this defiance of the courts and other constituted authority, this lynching of government in the United States is the revolutionary action of American labor although the American Federation of Labor explicitly repudiates the sit-down and the big General Motors strike, at least, was the act of a minority.

AMERICAN labor is a big term. It includes millions of unorganized working people and millions of others who belong to unions, but aren't orators or parliamentarians and have little or nothing to say about the actions of the smart professionals who run their affairs. It also includes that majority of the General Motors employees who wanted to work but could not.

I find that my new bed-fellows also tolerate in print the repudiation of legal contracts either by card refusal or by the most cynical and dishonest sabotage even though the contracts were dictated by the union leaders themselves and are thoroughly agreeable to the rank and file. There is a lot of heat and a good deal of Tammany in the smart labor leader. He knows how to pour it on the boys in meeting and create false presumption that they are right if they vote against his proposition however wrong they know him to be.

THIS sort of thing I now read from those who were heaving the chimney at me, a brick at a time, a few years ago for my having said that the San Jose lynching represented a momentary revolution of the people of the town against the habitual failure of the law in the murder cases.

And even though some admit that the sit-down and repudiation are respectively illegal and dishonest, they say it is the only way to meet the illegal and dishonest methods of the big employers.

Say, comrades, ain't that just what I said about the lynchings?

CONSUMER HELD KEY TO UNEMPLOYMENT

By H. L. S.

The Times editorial on "Getting Nowhere Wastefully" ignores the fact that perhaps never again will private industry absorb all the unemployed. We shall always have more than five million unemployed if we depend on private industry to furnish jobs for all American workers. Harry Hopkins knows this and that is his reason for talking to Congress for a permanent work relief program.

Of course this is disturbing, and to whom could it be more disturbing than the five million who are now out on a limb?

There will be five times that number when the next bubble of inflation bursts. The ability of Federal finance to shoulder that load ought to be more disturbing. We are trying to solve our economic problems by decrees from the oracle. Those problems are insoluble from the top. They must be solved from the bottom.

Strikes are disturbing and are also barking up the wrong tree. Regulation of private industry in the interest of the producers is also disturbing. What the producers lack in intelligence in meeting the needs of consumers with ever-increasing values is to be equalized by short-changing the consumers, by giving less value for existing buying power. Here is regulation in the reverse.

The consumer will regulate and relegate these inefficient producers into bankruptcy courts.

Profits can accrue to producers only after they have made profits first for the consumer. Consumer profits must constantly increase.

Hopkins cannot supply this intelligence for private producers so he proposes jobs from taxes or debts which are burdens on producer and consumer.

It would be cheaper for the Government to hire production efficiency engineers to show producers how to cut costs and speed up wealth production. The consumers also must organize to set up production on their own account.

EX-RACE CAR DRIVER OFFERS SAFETY PLAN

By Howard O. Carter

For reducing automobile accidents I propose the reduction of driving speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

My experience as a former A. A. racing car driver has taught me that speeds by one-third between the hours of 6 p. m. and 6 a. m. with full 24-hour reduction on Sundays and holidays, a 30-day test period throughout this state.

The Hoosier Forum

I wholly disagree with what you say, but will defend to the death your right to say it.—Voltaire.

(Times readers are invited to express their views in these columns, religious controversies excluded. Make your letter short, so all can have a chance. Letters must be signed, but names will be withheld on request.)

familiar roads, to slither off to slaughter.

Inexperienced drivers use their brakes incorrectly, applying them so that they create a bouncing movement with their car, which often brings them to disastrous end.

Race drivers will agree with me that it is safer to drive on the race track where all cars are going in one direction than to face the hundreds of cars on public highways with brainless wonders at the wheels.

SUGGESTS NEW DECALOGUE FOR INDUSTRY

By M. S.

So many sermons are being preached to labor around Easter time that one aimed at the employers of the employing class would seem timely and fair.

By way of a text Zion's Herald, liberal organ of American Methodism, offers the following Ten Commandments for Industry:

"1. Thou shalt not exploit women and children.

"2. Thou shalt not deny the laborer's right to more than a living wage."

"3. Thou shalt not make a machine out of him.

"4. Thou shalt not impair his health and steal his prospects in life by forcing upon him long hours and unhealthy working conditions.

"5. Thou shalt not spy upon him, or bear false witness against him.

"6. Thou shalt not suddenly throw him out of work through the 'shutdown' or 'lockout,' and then wash thy hands of all responsibility for him. Neither shalt thou be unkind of the helplessness of his old age.

"7. Thou shalt not decide critical issues in industry solely from the angle of money-making.

"8. Thou shalt not employ high-pressure salesmen."

DREAM SHIPS

By PATRICIA BANNER

I sail alone on a sea of my own; In a dream ship, I'm sailing to dream ports unknown.

To be crashed against rocks, tossed about like the foam— But my dream ship keeps sailing . . . And my dream ship sails home.

DAILY THOUGHT

Every man's inheritance shall be in the place where his lot falleth; according to the tribes of your fathers, ye shall inherit.—Numbers 33:54.

They who provide much wealth for their children but neglect to improve them in virtue, do like those who feed their horses high, but never train them to be useful.—Socrates.

It Seems to Me

By Heywood Broun

Phi Delt's Correct Writer for Inaccuracies He Ruefully Admits In Column on McReynolds Speech.

NEW YORK, March 31.—It is always difficult for a columnist to admit that he has been even slightly in error. My own practice has been to yield apologies only when the boiling oil got up to my knees. But at the moment I am on the spot, and all because of a piece which was intended to be in a light vein.

Within the last few days I wrote of Mr. Justice McReynolds and of a speech he made at a dinner of the Phi Delta Theta Fraternity, and in commenting on his remarks I incautiously said that he and Alexander Woolcott were the only living Phi Delt I'd ever heard of.

Now it turns out that Woolcott isn't a Phi Delt at all and that Lou Gehrig is. It seems that Mr. Woolcott belongs to something called Theta Delta Chi, which had a chapter at Hamilton College in 1909, when Mr. Woolcott was an undergraduate.

Nor does the roster of Phi Delta Theta begin with Lou Gehrig and end with McReynolds. W. M. U. Jr. writes to inform me that the fraternity is the largest in the United States and that the only correct statement I have made is that no Phi Delt has as yet been hanged. On account of the size of the organization this is rather a proud boast among the brothers.

Mr. U. writes "Phi Delta Theta has a more distinguished group of alumni than any college fraternity in the U. S. A. with the possible exception of Delta Kappa Epsilon, and I'm not sure that the Deltas would have as many distinguished men. Have you ever heard of the following: Ex-Governor Joseph B. Ely of Massachusetts; Secretary of the Interior Harold Ickes; the father of Tallulah Bankhead, Speaker William B. Bankhead of the House; Will Hays, George Hearst, William Randolph Hearst, Randolph Hearst, Brock Pemberton and Jouett Shouse?"

Mr. U's communication convinces me that Mr. Justice McReynolds does not stand alone.

AND in all fairness I should print the letter of G. R. Seelye of Torrington, Conn. Mr. Seelye writes: "As a member of Phi Delta Theta I ask you in all fairness to refrain from further remarks about the Phi Delt's banquet in Washington."

"I'm sure you meant no harm, but you see, you have merely agitated a subject many Phi Delt's wish to have nothing said about."

"For several years a dirty Phi Delt trick has been played on the campus of many leading colleges. Yes, and the Deltas, Sigma Chi, S. A. E's and others have been in on it, too."

"They have been telling fine fraternity ruses that Justice McReynolds belongs to Phi Delta Theta, and I personally know one Phi Delt Chapter that lost seven sons of Phi Delt's last fall because of it."

"It is true Phi Delta Theta has never had a member hanged. And we hope to maintain the record as long as possible."

"Some fraternities are not so fortunate. Please, therefore, put the soft pedal on this McReynolds business. We wish to get a decent break with the freshmen in September."

AND in my brief excursion into the matter of public men and college fraternities I went on getting wronger and wronger. In speaking of the Supreme Court I thought to hint that sure justice by mentioning the fact that beneath the black robes fraternity pins gleamed upon the undershirts of Mr. Hughes and Mr. McReynolds.

The Washington Merry-Go-Round

Question of War or Peace in Europe Rests Largely With Mussolini Who Would Be in Mood to Fight if Rebels Lose in Spain.

By Drew Pearson and Robert S. Allen

WASHINGTON, March 31.—Confidential cables to the State Department during the past week have been growing with bad news about the danger of war in Europe.

There is no doubt, according to these cables, that the question of peace or war rests largely in the hands of Mussolini.

When one of the Merry-Go-Rounders was in Italy last fall he asked Count Ciano, Foreign Minister and son-in-law of Mussolini, whether he was optimistic for the peace of Europe. Without hesitation Ciano replied:

"It all depends on Spain. If General Franco is successful, there will be no war in Europe. If the other side wins . . ." (here he held out his hands in a questioning gesture) . . . Well, anything may happen. Italy cannot afford to have an unfriendly government at the mouth of the Mediterranean."

American diplomats who heard that remark were inclined to pooh-pooh it as youthful bombast. At that time Italy had not even sent troops to Spain. But subsequent events indicate that Ciano was talking not for himself, but for his father-in-law.

To understand how dangerous is Mussolini's mood right now, remember that he has an army of 1,250,000 men already mobilized and with time hanging heavy on their hands. Also, he has great pride in this army, basks in the glory of its Ethiopian victory, probably would prefer to fight rather than permit any tarnish of that victory.

The Italians defeated by the Spanish Loyalists were road-builders, not crack troops. But the world does not know that, considers their retreat a reflection on Mussolini's regular army.

Britain's truculent attitude toward Italy derives from the fact that the British have more to worry about from Mussolini than anyone else in Europe.

Already the Italians have built a strategic concrete highway across Libya to the border of Egypt, gateway of Suez. Already they have built a powerful naval base in the Red Sea, part of the British life-line to the Dominions.

In Libya Mussolini posed as the protector of the Moslems, received two emissaries from the great Arab chieftain Ibn Saud. If Mussolini can rally the Arabs to his Fascist cause in Iraq, Palestine and Arabia, he would have British prestige frayed and frazzled in the Near East.

NATURALLY there is a lot more of Norman Davis' sudden trip to London than the announced intention to attend a sugar conference. Actually he wants to arrange the sugar coating for an arms conference. Roosevelt, Hull and Bullitt still are toying with that idea—though almost nothing can come of it.

Perhaps even more important, Davis will drop some quiet hints to the British to sit calm, not get excited over Mussolini. American advice, for whatever it may be worth, is to let the Spanish kettle stew at least until the British are really reamed.

General Hugh Johnson Says—

Chrysler Soon Will Demonstrate Absurdity of Having Two or More Bargaining Agencies for Workers and Detroit Trouble Will End.

WASHINGTON, March 31.—If you accept the idea of collective bargaining between industrial management and representatives or agencies of its employees, how can you have two or more collective bargaining agencies for the workers? That means two or more sets of hours, wages and working conditions in the same factory. Human imagination could hardly conceive a greater or more complete absurdity.

Yet this is exactly the supernatural and ineffable nonsense on which the Chrysler negotiations are hung up. It all goes back to the idea of "proportional representation" and the Automobile Labor Board during the NRA. The difference between the situation then and the situation now was that Section 7A of NRA, due to a blundering brainstorm of Bill Green, prevented an employer from dealing exclusively with representatives of a particular union. The law is different now. It provides for an exclusive bargaining agency whenever a majority of employees designates one.

That does not, as is popularly supposed, mean a closed shop, i. e., a shop in which a man can't work unless he joins the union. It only means that the collective bargain, which sets hours and wages, shall be negotiated once and only once, and that by a majority of the workers.

NOBODY can reasonably argue the common sense of that. What kind of a system would it be for Mr. Chrysler to pay a minimum 50 cents an hour to workers who belonged to a company union and 40

cents an hour to those who belonged to the C. I. O. Union?

Utterly unthinkable, and nobody knows that better than Mr. Chrysler.

Generally speaking, at almost any automotive meeting, where Mr. Chrysler sits in the head of the table. Why is he portrayed as taking a position that could not for a moment be defended in logic or in fact before any important and informed tribunal?

Very simple. Mr. Chrysler is a denizen of the industrial community. Courageous and independent as he undoubtedly is, he has to live with his suppliers, his customers and his financial associates—and they are almost a unit in opposition to the indispensable idea of exclusive majority representation.

IT won't do. Mr. Chrysler is King Canute sitting on the shore and commanding the tides to stand still because gentlemen of his court have insisted that it will be effective. According to the tradition, the Danish King didn't believe it. He just put on the show as a demonstration of its nonsense to his flatterers associates.

At considerable sacrifice to the great company he has built out of his own genius, Mr. Chrysler has suffered this strike. It is hurting him, but he has enough financial fat on his ribs to stand it. But, boy, what it isn't doing to the courtiers as the tide rises!

The Chrysler-Canute demonstration will be sufficient. The Detroit labor trouble is about over.