

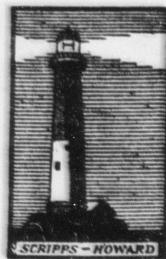
The Indianapolis Times

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Give Light and the People Will Find Their Own Way

TUESDAY, NOV. 2, 1937

LITTLE BUSINESS THE VICTIM

IT is important to understand that the chief victim of the undistributed profits tax is little, not big business. The drive for modification or complete repeal, daily gaining momentum as a result of the slump which this tax helped cause, comes mainly from the many, not the few. The lower one-third of businesses that are ill-clad, ill-fed and ill-housed are the ones who are protesting most. Any attempt to describe that complaint as originating with the "octopus" is to paint a false picture.

Big and successful business already has its reserves, its credit position; can declare its whole yearly profit into dividends and not be endangered.

But little business, which bear in mind, is a competitor of the big, has its debts to pay, its plant to expand, its improvements to finance, if it is to grow. Going up against its larger competitor it is terribly handicapped at the start and at every turn of the road.

Little businesses that can grow are the hope of industrial America. They are what have made America. Their growth becomes a hazard to society only when they become so big, so powerful as to get into the monopoly class.

The New Deal has given much critical attention to bigness as such, to bigness when it has become monopolistic. The undistributed profits tax plays directly into the hands of business which is already big. It strangles the little and the struggling. Therefore two major New Deal policies—tax and antimonopoly—clash and negate each other.

The undistributed profits tax has been weighed and found wanting. Nothing could contribute more toward a revival of prosperity, toward increased employment, toward building a taxable volume by which budget balancing could be accomplished, than correction of the error. Correction should come as soon as possible. Time is vital. The job can be done and should be at the special session of Congress, before the first of the year, the correction being made applicable to the calendar year 1937.

HIGHWAY SPEEDS ON CITY STREETS

EVERYONE interested in traffic safety should read the letter in the Hoosier Forum on this page by Wilfrid Pools, Chicago. It contains some profound thinking on this difficult problem.

Showing how Chicago traffic conditions cannot be compared with ours, he adds: "Chicagoans pay dearly for driving a little faster. The accident toll is terrible, and even the most careful driver has no assurance of protection from the irresponsible. Indianapolis drivers are lucky in the greater safety of slower driving."

The discussion recalls a recent story in The Times telling how the street railway company wrestled with the Indianapolis traffic problem back in the mule-car days of 50 years ago. On the same recent day, the Motor Vehicle License Division announced that more than one million 1937 auto license plates had been sold in Indiana. The streets that caused traffic difficulties in a mule-car era were not engineered for this modern motor congestion.

Happily, most drivers are learning that proper regard for others is a major factor in safety on these streets and highways. And we believe most of them agree with Mr. Pools' warning that they can't "think in terms of highway speeds when in the city."

SELF-DEFENSE

THE United Brewers Industrial Foundation, representing half of the country's beer production, has adopted a code of practices pledging co-operation with the "duly constituted authorities to prevent beer sales to minors or to persons who have drunk to excess."

This and other promises in the code—to promote "practical moderation and sobriety" and to "conduct our business in conformity with established laws"—reflect, of course, an awareness on the part of the brewers that lawless conduct of the liquor business inevitably will result, as it always has, in creating public demands for more restrictive legislation.

Prohibitionists contend the liquor business, as a whole, never did and never will obey the law—that moderation and sobriety can't be promoted where liquor is sold. What has gone on in many communities since repeal undeniably lends support to that contention. The liquor business either will obey the law or it again will be outlawed. The Brewers Foundation recognizes that fact.

INDIANA LINCOLN MEMORIAL

THE Indiana Lincoln Memorial developed at Lincoln City during the last 10 years by the Lincoln Union and other interested citizens is a praiseworthy achievement. More than \$250,000 has gone into this project, which includes the Nancy Hanks Lincoln grave. The 1300-acre park has recreation areas and markers for historic spots. There has been a steady increase in the trek of visitors who have been able thus to get a better understanding of the Hoosier area where Lincoln spent his boyhood.

The proposal now to gain Federal recognition of the memorial should attract widespread interest. The National Park Service, in its survey of historic sites, will find few more worthy of Federal support for development and maintenance.

LET'S BE FAIR

JAPAN'S good-will mission sent to this country to explain her side of the Sino-Japanese conflict, says the United Press, was met at the San Francisco waterfront "by a boozing, boozing crowd."

That's not exactly cricket. We do a lot of boasting about our free country—our freedom of opinion, conscience, speech, and the rest. Now is the time to prove it.

It's no particular feather in our cap to listen to things we like to hear, or with which we are in complete accord. The most narrow-minded of bigots can do that. The test is to let the other fellow get up and make a case for the other side.

THE INDIANAPOLIS TIMES

Opening the Hunting Season—By Herblock



Fair Enough

By Westbrook Pegler

George Spelvin, Now Nearing End Of Long Theatrical Career, Can Play Many Roles Simultaneously.



Mr. Pegler

NEW YORK, Nov. 2.—From time to time these documents have tried to record the mixed ruminations, the prejudices and the bafflement of the average American, using for his name George Spelvin. Several correspondents, including a drama critic who was covering one of the haymow theaters of the summer circuits in New Hampshire, have been good enough to report that they have discovered Mr. Spelvin himself at work in the drama in various places and to suggest that perhaps it was unwise to attribute such thoughts to an actual person who might hold decided views to the contrary.

This leads me to think that the story of Mr. Spelvin is of general interest, for he is a noted character in the professional circle of the theater but dying fast.

Mr. Spelvin has played more roles than any other actor that ever lived, and though he has usually performed acceptably and sometimes with distinction, he is the only ham of his grade and ability who has never been invited to fall in with the rest of the cast and take his bents at the fall of the curtain.

George Spelvin made his debut in a minor part in "Brewster's Millions," and there once was a time when he was appearing in five Broadway productions at once.

JOHN GOLDEN, producer of many plays and currently of "Susan and God," with Gertrude Lawrence, goes back to the beginning on George.

It was Eddie Abeles who invented Mr. Spelvin. Mr. Golden informs me. Mr. Spelvin, says Mr. Golden, was an imaginary character, to whom Eddie Abeles attributed all his faults, everything that was wrong, all gossip and rumors. He was Mr. Abeles' personal John Doe, and securing the popularly accepted form of "it here," as "they tell me," Mr. Abeles would attribute the most scurrilous hearsay to George Spelvin. There were times when half a dozen actors were looking for Mr. Spelvin on murder intent to rebuke vicious reports bearing on their private and domestic affairs.

In "Brewster's Millions" there was an actor cast for two parts who naturally wanted to use his own name for the better one, and it was Mr. Abeles, the star, who, when they came to make up the program, proposed the name of his confidential wraith for the minor role.

In later years, Mr. Golden, out of slightly superstitious respect for the success of "Brewster's Millions," made a point of using George Spelvin's name on the program of "No. 6," "Washington Square," "Turn to the Right," "Lightnin'," "Three Wits Fools," "Seventh Heaven" and "The First Year" for the secondary role of the actor who doubled. And it is his belief that if any artist has a special claim to the name it would be Mr. Jimmy Lane, who also was George Spelvin in a succession of Golden plays over several years.

But for all his experience and occasional flashes of genius, Mr. Spelvin never progressed or even took a bow because the men who used his name always reverted to their loftier roles at the end of the show.

George Spelvin's career is waning now, undone by his own versatility and accumulating fame. The customers are getting onto him and, of all things, resent him as a deceiver in a world of make-believe.

Increasing Price of Gold in London Points to Possible Financial Slump; Situation Is Complicated and Its Course and Effects Are Unpredictable.

WASHINGTON, Nov. 2.—The price we pay for gold is going up in London.

That may or may not mean a great deal. If such a trend should continue rapidly—i.e., that a dollar will buy less and less gold, it means that, in terms of the traditional yardstick, the dollar is less and less valuable. In other words, that it will buy fewer things, that the prices of everything and the cost of living will rise rapidly, that wages will be worth less and less, and that savings, insurance policies, social security pensions, and all present debts and fixed incomes will also be of less and less actual worth. That would be real inflation—the fear and dread of every prudent and informed statesman.

THIS situation is terribly mixed and unpredictable because of a great number of artificial and arbitrary controls that Congress has granted to the Administration. We have a tremendous hoard of gold. If any such "flight from the dollar" really started on foreign exchanges, there are many things the Government could try to do to stop it. Whether they would be enough to control it is anybody's guess.

If the price of gold abroad goes high enough above what we pay for it here, presumably we would export and sell it in sufficient quantities to try to bring the price in dollars down again to the point at which

The Hoosier Forum

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

CHICAGO ENVIES SLOW DRIVING RULES HERE

By Wilfrid Pools, Chicago

Your correspondent who writes of a 45-mile an hour speed limit on Michigan Blvd. in Chicago must have been confused by his visit to our city. On some parts of outer drive, which are at least six miles wide, and even sometimes for one-way traffic, there is a 45-mile limit. This drive, with no cross-traffic because of grade separations—is in no way comparable to Washington or Meridian Sts in Indianapolis, or to Michigan Ave. or State St. in Chicago.

The statement that only six traffic policemen were seen in a week of driving around the business part of Chicago may indicate something about the care with which conditions were observed, but it is hardly a description of those conditions. Practically every corner in the loop has one policeman on traffic duty, and sometimes more than two are needed at a single corner.

Because of the long distances Chicagoans drive within the city limits—perhaps the longest of any city in the world—it has seemed impossible to restrict motorists at all times to speeds which could be suitable in Indianapolis. Chicagoans pay dearly for driving a little faster.

The accident toll is terrible, and even the most careful driver has no assurance of protection from the irresponsible. Indianapolis drivers are lucky in the greater safety of slower driving.

As I write this, it occurs to me that what your correspondent wants is country driving in the city; he is impatient when he doesn't get it. Drivers should come to see that the modern car is really two cars: a city car and a country car. A man driving his city car ought to think of the great convenience it offers as compared with other transportation when driving safely at reasonable speeds, instead of "screwing red" every time he has to slow down or stop.

Unquestionably, impatience arising from the wrong frame of mind breeds the disregard for others which plays a part in so many accidents within cities. That wrong frame of mind, I repeat, is thinking in terms of highway speeds when in the city.

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