

DAILY DEMOCRAT

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A RECORD

OF ACCOMPLISHMENT:

The country's greatest business is that of farming. More money is invested in farms than in railroads or factories. Yet near to fifty years of republican domination in the field of federal government went by without any attempt on the part of the government to take any account of the farmer's business problems, except to try to persuade him that he was benefited by a tariff on wheat, potatoes, etc., which never operated at all—on account of our great surplus of these products—except when our crops failed and it became necessary for the farmer to buy seed abroad, in which case he paid the tariff himself.

Today the democracy has been in power for three short years. It has formulated a program of agricultural legislation consisting of eight items. It began with the intention of giving the farmers of the United States—

The opportunity to borrow money for short terms on nonperishable agricultural products. This was theirs through the federal reserve act.

A system of farm agents to develop agriculture. This was accomplished through the Smith-Lever act, which is in harmonious operation in forty-eight states, state and federal authorities co-operating perfectly.

A division of markets in the department of agriculture. This is today a reality. For the first time in the history of the nation, machinery is at work to organize the distributing agencies through which 100,000,000 people get their food supply.

A rural credits act. This has now passed both houses of congress and is in conference.

A cotton standards act. This is already law. It establishes definite standards for the grading of cotton, so that buyers may be protected and commercial paper secured by warehoused cotton be bankable everywhere.

A grain grades act. This will do a similar service for grain, making one set of grades for the nation, so that buyers and sellers may know exactly what they are dealing in and warehouse certificates may mean the same thing everywhere. The bill is now in congress.

A permissive warehouse law. A bill is now before congress providing for government supervision of warehouses, where desired, so that the purchaser of commercial paper secured by their warehouse certificates may know that the products named in the certificate are in storage, are safe against deterioration, and are of

the quality certified.

A federal good roads law, providing for co-operation between the state and nation, after the precedent set in the Smith-Lever act, in the construction of good roads. The bill is an admirable one, and is now in conference.

This program is before the American people. Enough of it has been put through already to enable the public to judge of its practical character and sanity. Its different parts hang together like the links in a suit of chain mail. In view of its character, what are the deserts of the party which has originated it and realized a great part of it at the hands of the American farmers?—St. Louis Republic.

We have heard of so many things that the fifty fighters for Decatur could do that we hope they get at it soon. One man suggested this morning that a couple of lots ought to be rented and covered for parking autos and hitching horses and teams. We have the best farming community that lies out of doors and we ought to cater to the farmer. Come on, boys. We can do it, and we will, but let's do it now!

"Colonel Roosevelt and myself are in perfect accord," was the joyous tidings Mr. Hughes brought out from himself to the waiting world, after dining with the colonel and putting his cards face up on the table. "Perfect accord?" One or the other of them is thrumming the other fellow's string. If anyone can imagine it in the human nature of the colonel to do that, he can imagine something of which there is neither instance nor likelihood.—Fort Wayne Journal-Gazette.

The Indiana bull moosers refuse to be delivered though an effort almost beyond expectations was made by the republican state organization and many people have wondered how they can if they believed in the high ideals they so vigorously espoused four years ago now walk hand in glove with the same leaders who still have the same old standpat reasons for wishing control of governmental affairs. While some of the politicians will slip back to the old guard a large per cent of the four million who supported the progressives in 1912 will either support Wilson, their own ticket or not vote next November. At least some of these men were in earnest and had faith in the high sounding platform adopted at that time.

Mr. and Mrs. C. L. Meibers who are at their cottage at Rome City will have quite a house party there for over the Fourth. Their daughter, Agnes, will go tomorrow, and will be joined at Fort Wayne by Raymond Merrill of Chicago, who will be their guest over the Fourth. Jesse G. Niblick and C. S. Niblick left this morning by automobile and Mrs. Christena Niblick will join them there later.

Rev. and Mrs. John Miller and two children of Albion who have been the guests of his brother, T. E. Miller and wife on Sixth street for two days, left this morning in their automobile for Dayton, O. for a visit.

Mrs. P. J. Hyland and children, Arthur Catherine and Mary Virginia, will leave tomorrow for Munroe to visit with relatives until Monday when they go to Indianapolis for a visit with Mrs. Hyland's sister Miss Kate Tonuhay until the last of the week. Miss Catherine Hyland will remain there the remainder of the summer.

Guests yesterday, Jonas Cline and his cousin, Mrs. Bumgart, and daughter, Catherine, of Culmet, Pa.

There was a full membership of the Mt. Pleasant Mite society present at the home of Mrs. Samuel Fuhrman yesterday afternoon. Guests besides members were Mrs. Glendenning, Mrs. Emerson Elzey, Miss Iva Spangler, Miss Zeima Fuhrman. After the business period, a recitation by Esther Fuhrman and a duet by Mrs. Bertha Sheets and Letitia Singleton were very pleasing.

The Misses Genevieve Bremerkamp and Maye Harting will leave Saturday morning for Celina, Ohio, where they will attend a house party given by Miss Jennie Gast.

Twelve youngsters enjoyed a happy picnic yesterday when chaperoned by Thelma and Dorothy Williams, they hiked to the woods for a picnic dinner. After dinner, games, wading and other enjoyable features, were enjoyed. They came home at a late hour, a tired but happy bunch. The children were: Margaret and Gerald Williams, Dorothy Enos, Deward Wilson, Dorothy Durkin, Mary Burk, Justine Hocker, Leone Hunsicker, Helen Leonard.

Mrs. J. H. Mavity was hostess to the Loyal Women's class last evening. Their regular bible study was carried out, Mrs. Mavity being the teacher. Mrs. Minnie Daniels read a fine paper on the life of Abraham. Mrs. J. Rex will be hostess next Thursday evening.

Miss Velma Alfather is entertaining three cousins, Miss Edna Alfather of Convoy, O., Miss Esther Mauller, Pleasant Mills; Miss Marie Hill, of Decatur; at the home of her parents, Mr. and Mrs. William Alfather, four miles east of Decatur.

The Albright Guild of the Salem Evangelical church had a splendid social last evening on the lawn at the Marion, coming from Peru and Rochester to Celina, Columbus, and Montpelier to Celina, Columbus and Cincinnati, Ohio.

Marion, Ind., June 30.—Under the direction of the Grant County Motor club and the Marion Association of Commerce, a public mass meeting is to be held here tonight in the interests of the Washington high. This road will run from New York to Chicago to Seattle, and San Francisco, with a branch from Chicago to Cincinnati. The route will pass through Marion, coming from Peru and Rochester to Celina, Columbus and Montpelier to Celina, Columbus and Cincinnati, Ohio.

Marion is always a booster of good roads but more than usual interest has been worked up in this new highway as it will give Marion such a connection with surrounding cities.

FOR GOOD ROADS

"Good Roads Thatcher,"
Character of National
Fame, Due Here Today.

BOOSTING A HIGHWAY

From Coast to Coast With
Branches to San Fran-
cisco and to Florida.

Col. Charles W. Thatcher, known all over this country as "Good Roads Thatcher," was here this afternoon to address our people on the subject of better roads. He is an enthusiast and admits it and travels from coast to coast in a quaint wagon pulled by a team of mules, attracting much attention and doing much good. At this time he is boosting for the Washington Memorial Highway from Seattle, Washington, to Florida, by way of Yellowstone park and Chicago. The road will cross Indiana, come from Bluffton here, and thence to Celina, Columbus, and east, if Colonel Thatcher is successful. This is a preliminary trip and he expects to return again in the autumn to further his ideas. This will be the greatest trans-continental route in America and Decatur should join in the movement.

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SUNDAY SERVICES

"Man Without God" will be the subject of the sermon to be delivered on Sunday, July 2 by Rev. Roy D. Gaunt at the Cavalry Evangelical church. All are cordially invited.

FOR SALE.

Slightly used 9x12 Ax-

minster rug and vacuum

sweeper and brush, all for

\$15.00, if sold right away.

—Yager Bros. & Reinking.

BARBER SHOPS TO CLOSE.

All union barber shops will be closed all day July 4. They will, however, remain open until 8 o'clock Monday evening for the accommodation of patrons.

1543

FOR RENT.

Six room cottage on So.

Ninth St., both kinds of water, elec-

tric lights. Inquire of R. E. Mum-

15516

LEE PERSISTENT

(CONTINUED FROM PAGE ONE)

Tenth, and Lloyd Bailey, Twelfth.

Among the speakers at the open meeting were these: Edwin M. Steers, Clarence R. Martin, Daniel E. Waugh, John Napier Dyer, Samuel Crumbaker, Frank Gilkerson, William Dudley Poulke, Thomas A. Delley, Joseph E. Henley, S. R. Nelson, W. H. Newsom, Elias D. Salisbury, W. D. Headrick, Edward R. Lewis, Jackson, Lance, Theodore Hewes, John Kingsbury, David S. Miller, J. Wesley Whicher, James B. Wilson, John F. Lawrence, Harry Anderson, Edwin M. Lee, William Holton Dye, Lewis McNutt, Bert Essex, Will O. Finch, W. J. Dillingham, H. T. Roberts, Stephen Cleverger and W. L. Alcott.

COURT HOUSE NEWS.

Fishers' licenses were issued to W. R. Woods, John Smith, Alva Fenstermaker, W. E. Trenary, C. F. Trenary.

The board of review will close its session Tuesday. The members compared the townships yesterday. They found them low but left them unchanged, the somewhat poor crops of last year no doubt being responsible in part. The polls were checked over also.

Henry Kerz, born March 28, 1870, in Germany, a resident of the United States since 1911, has applied for naturalization papers.

There are at present no prisoners in the general jail department. There is one woman in the insane ward, being Mrs. Pearl Cross of Geneva, who is awaiting admission to Easthaven insane asylum.

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Slightly used 9x12 Axminster rug and vacuum sweeper and brush, all for \$15.00, if sold right away.

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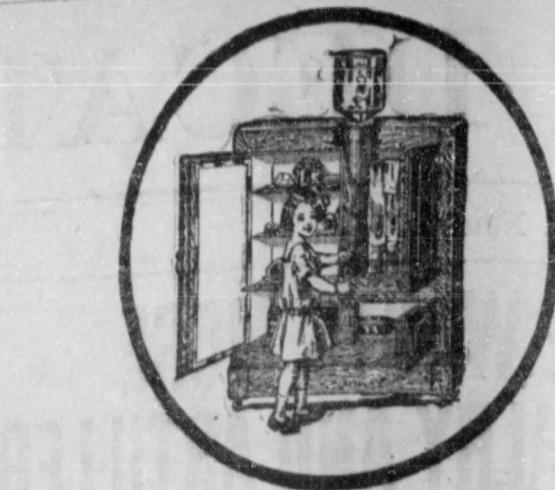
FOR RENT.

Six room cottage on So.

Ninth St., both kinds of water, elec-

tric lights. Inquire of R. E. Mum-

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REFRIGERATORS

Have a built in, "PORCELAIN LINED WATER COOLER", food flavor can not reach the water to taint it, this one feature alone has placed many refrigerators in DECATUR homes.

You will enjoy the hot summer days drinking pure cold water from a sanitary and Germ proof cooler.

Come and see them, the price no higher than any ordinary refrigerator.

YAGER BROS. & REINKING
DECATUR, IND.

ST. LOUIS EXCURSIONS

VIA

CLOVER LEAF ROUTE

July 1st and 8th, 1916

See H. J. THOMPSON, Agent, Decatur
for information

Federal Inquiry of Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs \$100,000,000 a year, the railroads propose that this wage problem be settled by an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employees for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that you 1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railroads, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary for the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or

2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employees are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as a public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge for transportation are now largely fixed by this Government.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the em-

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preference \$100,000,000 a year to these employees, now highly paid and constituting one-fifth of all the employees, without a clear mandate from a public tribunal shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

G. H. EMERSON, Gen'l Manager, Great Northern Railway.
E. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
E. W. GRICE, Gen'l Sup't, Transp., Chesapeake & Ohio Railway.
A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
C. W. KODD, Gen'l Manager, Washash Railroad.
F. C. CROWLEY, Asst. Vice-President, New York Central Railway.
ELISHA LEE, Chairman
P. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
E. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
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C. W. KODD, Gen'l Manager, Washash Railroad.
H. W. McMASTER, Gen'l Manager, Atlantic, Norfolk & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager, Wheeling & Lake Erie Railroad.
N. D. MAHER, Vice-President, Northern & Western Railway.
JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
A. M. SCHUYLER, Receiver, Pennsylvania Lines West.
W. J. SEDDON, Vice-President, Seaboard Air Line Railroad.
A. J. STONE, Vice-President, Erie Railroad.
G. S. WAID, Vice-President, Sunset Central Lines.



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SUITS THAT SUIT

Only the best of woolens are used in Society Brand