

# Indiana Daily Times

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BETTER to insure political preference, John W. Davis should have taken that leave of absence before the San Francisco convention.

WE WERE JUST THINKING how Warren G. Harding would look were his eyebrows plucked according to the prevailing feminine style.

THAT "INNOCENT VICTIM" who reports two "twenty-five dollar bills" stolen from his cache must have been attempting to compete with the police in their estimate of the value of stolen property recovered.

GOODRICH has paroled a Brown county farmer so that he may go home and tend to his crops. It's a dull criminal indeed who can not find an excuse for avoiding his sentence that meets with the approval of our pardoning governor.

THE REPUBLICAN CAMPAIGN can now proceed in perfect harmony. Our esteemed contemporary informs us that Fred E. Schortemeier, secretary of the state republican committee, is "pleased" with Senator Harding's speech of acceptance.

A CORRESPONDENT wishes to know why editors and others take such delight in writing sarcastic things about William Jennings Bryan. There seems to be no better reason than that Mr. Bryan doesn't care and the editors and others have to write about someone.

GEOLOGIST LOGAN declares the water companies of Indiana might save money by manufacturing alum from kaolin deposits in the state. We respectfully refer his proposition to James P. Goodrich, who undoubtedly has a friend or a relative who might be useful as a director of a new corporation.

THE STORY of the woman from Louisville, Ky., who ran off with her son-in-law, and gave as excuse therefore the mere statement "because I love him," leaves in doubt the excuse that might have been given by the son-in-law. In fact, it doesn't quote him as saying anything, and perhaps in this lies the true psychology of the elopement.

## Some Fine Day

All of this palaver between Dr. Jameson for the street car company and Mr. Lemaux for the city of Indianapolis is interesting, if not constructive.

It is interesting for the reason that it proves to the average reader that there are at least ninety-nine different kinds of street car bunk and neither the company nor the board of works appears willing to forego the pleasure of passing it out to the public.

The latest conference between Dr. Jameson and the board appears to have been no more productive of results than its many predecessors. Having in mind a lot of orders issued under pains and penalties by the high and mighty board of works Dr. Jameson appears before that august body and informs it that while he had the utmost respect for its mandates he does not have the ability to carry them out and would the board please explain why the board continued to issue orders when it knows obedience is impossible?

Registering almost as much surprise as Senator Harding at his notification the board of works assures Dr. Jameson of its utmost willingness to "co-operate" with the street car company and adjourns for lunch and other more pleasant pursuits than listening to the demands of a very foolish populace.

All of which is entertaining but utterly devoid of any possibilities of helping the street car situation in Indianapolis.

It can now be assumed with absolute assurance:

1. That the street car company is at present still unable to carry out any orders that the board of works may issue to it for extensions.

2. That the members of board of works know this, have known it for months and will not forget it in the immediate future.

Therefore it follows as the day the night that when the board of works assures petitioners that it will order the street car company to build extensions and does write such orders it is simply playing to the grandstand. Dr. Jameson's repeated presentations of the fact that the street car company is unable to carry out these orders have become wholly unnecessary.

The board doesn't expect the company to carry them out, the public doesn't expect the company to comply with them and the company knows full well that neither the board nor the public expects compliance.

Some day Indianapolis may have a board of works that will have sufficient interest in the welfare of the city to attempt to bring about a situation by which orders will be issued in earnest and performed in earnest by a company that has been made capable of performing them.

But first the city will have to get another board of works.

## Beating Democrats to It

In transferring the final word on tax levies and bond issues from the state board of taxation to the several circuit courts of Indiana the senate yesterday exhibited the first evidence of deference to public opinion that has yet marked its third session.

This action was an indication that after many months of denial, the republican leaders of this state have finally determined to admit that "centralization" is no longer a safe hobby on which to base a campaign.

The greatest fault that has been found with the Goodrich administration to date is that it has been just exactly what it was represented it would be by the republicans themselves.

It has been an administration in which the whole government of the whole state has been conducted by one man over whom the people of the state had absolutely no control.

Shearing the tax board of final judgment on tax levies and bond issues shears Gov. Goodrich of the ability to control, though his self-appointed board, the tax levies and the bond issues of every taxing unit in the state.

It is an admission on the part of the senate that the "centralization" of power in the hands of the governor has been a mistake and it is significant that the shearing was done by unanimous vote.

Politically speaking, the enactment of a tax bill with this feature will be of vast benefit to the republicans of the state.

The democratic party is pledged to repeal this law and to restore to the people of Indiana home control.

The republican senate has taken the first step toward beating the democrats to it.

All of which demonstrates that common sense will eventually triumph over political bunk.

## What We Lack

If this epidemic of jail breaking in Indiana continues it might be well for whatever persons are interested in keeping criminals in confinement to organize an association having for its purpose the surveillance of those who are presumed to guard prisoners.

Twenty-four men walked out of the Marion county jail and did about everything except call on the sheriff and the chief of police to advertise the fact without in any way disturbing the placidity of either office.

Howard Cerf, a life prisoner, escaped from the Shelbyville jail without having been missed until meal time.

Neither event disturbed in the slightest the routine of the state board of charities which has among its other duties that of supervision over jail conditions and attempts in its benighted way to prescribe rules for the conduct of county jails.

It is becoming manifest that there is something wrong about the system used by the authorities in Indiana to carry out the judgments of the criminal courts.

Either the officials to whom are entrusted the confinement of criminals are unfit for the trust or the facilities with which they are provided are inadequate.

We have prosecutors whose duties include the determination of whether officials are fit and we have a state board of charities whose duties include determination of whether or not the jails are fit.

What we seem to lack more than anything else is the disposition on the part of the officials to perform their obvious duties.

## What's What In Indianapolis

"Know Your Own Home Town"

(By the Reference Department, Indianapolis Public Library, C. E. Rush, Librarian)

What was served at the first fashionable wedding dinner in Indianapolis?

This dinner was to celebrate the marriage of Miss Patsy Chinn to Uriah Gates early in the year 1822. On either end of the table was a large fat wild turkey, hot and steaming as when taken from the clay oven in which they were roasted. In the middle of the table was a fine saddle of venison. The spaces in between were filled with pumpkin, chicken and various other kinds of pies. From a side table the women served coffee and delicious cream out of a gallon pitcher. Guests also were helped bounteously to maple sugar out of a large tin pan.

What does D-T on the telegraph poles around the city designate?

The Dandy Trail of eighty-eight miles around the city, mapped out by the Hoosier Motor club. It has attractions and advantages offered by no other day's drive. Never more than ten miles from the monument, its way lies through suburban towns and villages—Traders Point, Ben Davis, Glen Valley, Southport, Five Points, Millersville, Castleton and Broad Ripple, passing the Country Club, Indiana Girls' school and many points of interest.

Does Shortridge encourage higher education among pupils?

Of the 2,024 students now enrolled, 40 per cent are preparing for college.

(Series Number Forty-six.)

## QUESTIONS AND ANSWERS

How tall are Senator Harding and Gov. Cox? This department of the Times tells you. If you have a question to ask send it with a 2-cent stamp to The Indiana Daily Times Information Bureau, Frederic J. Haskin, Director, Washington, D. C. The answer will be mailed direct to you.

**FLAG AT HALF MAST.**  
Q. What is the location of a flag on the flagstaff when hung at half mast?  
V. I. M.

**HARDING AND COX.**  
Q. How tall are Harding and Cox?  
H. U. W.  
A. Senator Harding is an inch over six feet, while Gov. Cox is five feet eight inches in height.

**GETTING INTO MAJOR LEAGUES.**  
Q. How can a person get in the major baseball leagues?  
D. V. H.

A. Usually these teams are recruited from minor league teams. Some few may come from college ball teams. A ball club in the major leagues has scouts who make a business of going through the country watching the working out of ball players and studying their records.

**CANADIAN NORTHWEST.**  
Q. Where is the Canadian northwest?  
W. L. D.

A. The Canadian Northwest is generally meant to include Saskatchewan, Alberta, British Columbia and Yukon. Vancouver, B. C., is the western port for the Canadian northwest.

**WASPS.**  
Q. Are there many kinds of wasps?  
M. A. B.

A. In North America there are about 1,500 known species, arranged in seventeen families.

**"I'M FROM MISSOURI."**  
Q. What is the origin of the expression "I'm from Missouri"?  
W. S. A.  
A. The phrase "I am from Missouri" was first used by W. D. Vandiver, a representative in congress from Missouri, in the sense "I am not easily taken in," or "you will have to show me."

**INDIANS.**  
Q. How many Indians were there in the United States when the Mayflower landed, and how many now?  
J. G. W.

A. The United States bureau of Indian affairs says that there are no statistics regarding the number of Indians in America in 1620. The earliest figures are for 1759, the estimate being 150,000. At present there are 333,702 Indians in the United States.

**"EGYPT OF AMERICA."**  
Q. What country is called the "Egypt of America"?  
L. F. D.

A. This name has been given to Central America, because it is in this country that once the greatest culture of the western world was produced. There are evidences of earlier civilization in this hemisphere, but the Maya, the civilized natives found by Cortes and his contemporary explorers in Central America.

## WHEN A GIRL MARRIES A New Serial of Young Married Life

By ANN LISLE

CHAPTER XLXVIII.  
"Folks, you're all invited to dine wherever Evvy designates. We've just cleaned up almost \$200 on the sale of that Yankee Kid Greyson," cried Jim in a voice of triumph.

He had rallied from the momentary collapse caused by his shock of happiness at the victory of the verdict of success he had staked all his money for the week to come. And this was his reply to Evvy's little murmur: "You can just take me to dinner!"

Was this big party what Evvy had intended? I looked at her face—her lips smiled, her wide blue eyes told nothing. Jim was all animation now. As everything about him had twined when he was waiting for the verdict of success or loss, so now he seemed to fairly dance in every pulse and fiber.

Betty and Terry did not appear to share in the general rejoicing, but rather to draw close in a common cause. Virginia also was quiet and subdued. I wondered if she felt any of the terror that seemed to be actually tearing at my dry throat. But she gave me no sign of understanding, and Betty and Terry avoided my eyes.

I realized they all had some knowledge they wished to hide from me. It was almost too late for that now. But whatever their attitude toward the means by which he had made his little store of wealth no one had the heart to deny Jim's right to be host to our party. In his joy there was a generous quality—and a rising from the humiliation of being a guest too often.

"Where do we go, Evvy?" asked Jim.

## BRINGING UP FATHER.

HELLO—IS THIS DR. ILLWELL? COME OVER TO MY HOUSE AS QUICK AS YOU CAN

WELL—I'VE GOT THE WAY.

COME RIGHT IN—DOCTOR—MY WIFE WILL BE HOME ANY MINUTE NOW.

SHE CAN'T BE VERY ILL IF SHE IS OUT.

SHE ISN'T ILL AT ALL—I BROKE A VASE IN THE PARLOR WHILE SHE WAS OUT.

AN' I KNOW I'M GONNA NEED MEDICAL ATTENTION JUST AS SOON AS SHE FINDS IT OUT.

1920 BY INTL. FEATURE SERVICE, INC.

7-24

## COUNTRY NEEDS LASTING ROADS FOR BIG TRUCKS

Heavy Hauling of Last Few Years Destructive to Highways.

A BILLION TO SPEND

By FREDERIC J. HASKIN.  
WASHINGTON, July 24.—The road situation in this country is reaching a critical stage.

We have a billion dollars to spend on road building this year, and a comprehensive program mapped out, but very little work is going on.

In fact, it is officially prophesied that the different states will accomplish only 15 to 50 per cent of what they planned for this year.

And while this apathy hangs over road building projects, the roads that we have are going to pieces so fast that in some places you can fairly see them traveling.

Highways that were built to carry the old-fashioned buggy, and even passenger automobiles, collapse under the weight of loaded five-ton trucks and, as repairing roads is one of the things that we as a nation refuse to do with, some of these roads have become so choppy that navigation is attended by actual danger not to mention seasickness.

Roads are not being built or repaired to any extent now for the same reasons that all construction is retarded. Labor is high and scarce. Materials are expensive.

But these difficulties could be coped with. The main trouble is in transportation.

The railroads are around 700,000 freight cars short. During the war, cars and locomotives got out of repair and had to be set off on sidings, no labor for repairs being available.

The bulk of freight cars that are running are requisitioned for carrying food and coal, so that where no local materials can be utilized for road work, building is both slow and uncertain.

Contractors have for some time held back from making contracts for fear that they will not be able to fulfill them, and also because they are afraid prices may go up further before the job can be finished.

**ROADS NEEDED MOST URGENTLY.**

In the face of this setback to plans for great post-war achievements, is the fact that we need the roads urgently. In the past three or four years trucks have helped out remarkably in transportation difficulties.

Only the lack of suitable highways has held them back from taking over nearly all the short-haul freight hitherto carried by railroads.

A motor truck stops at a certain printer's in Baltimore every week and gets the copies of a magazine published here in Washington.

The truck delivers the goods from the printing plant to the editor's door for a fraction of what the railroad would have to charge.

By rail the shipment would have to be sent to the freight yard by truck, loaded on the train, unloaded at the Washington yards, loaded on a truck again and sent to the editor's door, all of which requires the use of expensive labor.

The efficiency of the truck for hauls of less than 100 miles seems to be pretty well established.

Furthermore, the truck seems to be able to carry almost anything that a freight car does.

These trucks have been outfitted to carry live stock and produce of various kinds.

Where lines of these trucks operate out from a city, farmers within their radius are made independent of the railroads and need not fear from the station is cultivated.

The farmer does not have the trouble and expense of hauling his produce to the cars. He can take his produce to the consignee more quickly by truck, which is a big factor in handling perishable food.

However, you may remember, found that not less than 50 per cent of the farm produce of the country gets to the ground for lack of transportation.

The truck can not entirely do away with this waste, but when trucks can be used all over the country the loss will be minimized.

The country needs motor transportation now just as it needed railroad transportation when it was first developed. The railroad used heavier rails as the bigger cars and engines became possible, but now, when the seven and one-half ton truck is produced we have almost railroads to run it over.

**TRUCK LIKE DINOSAURS.**

The big truck is now like one of the old dinosaurs. It rushes about, not quite fitted to its surroundings, and unable to continue existence long unless some adaptation is made.

The difference between the old monster and the modern motor truck is that the dinosaur had to adapt himself to his environment, whereas the truck's environment will have to change.

And as man is engineering the truck's struggle for existence, the necessary changes in roadways will of course come eventually.

Right now, however, only one mile out of 200 of our rural roads is big enough to carry heavy traffic, and the steady increase of heavy vehicles have been seriously destructive to our light roads.

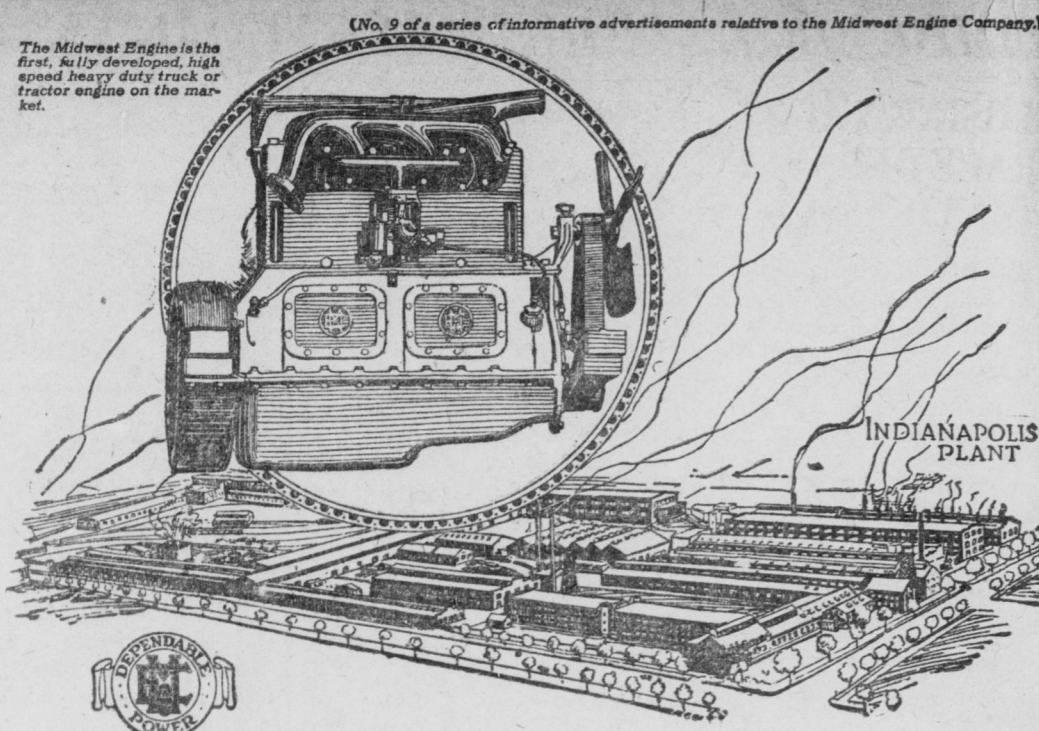
We started out in the country by building ordinary roads of logs and dirt for horseback riders, and when we outgrew those we used macadam, which was perfectly satisfactory until automobiles came along and took all the dust out of the macadam leaving the sharp stones bare.

Now, over half the roads planned are concrete and gravel, and others are to be asphalt and brick, all strong enough. If properly designed and kept in repair, to hold up any kind of present day traffic.

The bureau of public roads has for some time been making tests to show how various types of road withstand heavy impact.

Slabs of different kinds of road were built at the Arlington experiment station and by use of special apparatus the resistance of each slab is accurately figured.

The bureau also wrote to highway engineers all over the country asking for samples of road surface and subsoil from



WHEN your friends ask you about the Midwest Engine Company, tell them that Indiana produced the world's first high speed, heavy duty truck and tractor engine. Tell them, furthermore, that the Midwest Engine Company, with its almost incomparable facilities covering acres upon acres of ground, can not hope within three years to build even a percentage of these heavy duty, high speed engines which the truck and tractor industry is asking them to build. Whole industries have been built on lesser demands than that of the automotive industry for this single Midwest product.

Realize fully that this history making Truck and Tractor Engine is only one of many products bearing the Midwest "Dependable Power" nameplate; only one of the things entering into the notable Midwest success.

Midwest Engine Company  
Indianapolis, U. S. A.

## MIDWEST TRUCK and TRACTOR ENGINE

highways which have traveled, and other samples showing satisfactory road materials.

Slabs sent in were to be accompanied by information to show the kinds of traffic hauled over the roads and the extent to which they were kept in repair.

**BUREAU WILL HELP TO SELECT MATERIALS.**

From their own tests and data the bureau will be able more definitely than ever to assist highway commissions in selecting the right kind of roads for their communities.

Engineers of the bureau of public roads say that not enough science has been applied to road building.

Macadam road is one section of a state proved durable.

Therefore, when a road is to be laid in another county, macadam is decided upon, regardless of local conditions. An entirely different kind of road structure is needed over a sandy subsoil, for instance, from that suitable over a gravel bed.

Locality, too, has a good deal to do with the type of road needed.

Around large cities where heavy motor trucks make hauls fifty miles or more out, a dirt road would be torn up in an hour.

Whereas out in the Rocky mountains, dirt roads are in many districts well adapted to the conditions.

But almost everywhere heavier roads are coming to be necessary, and while they are two or three times as expensive as macadam or clay roads they are economical in the long run.

A concrete road now costs from \$40,000 to \$60,000 a mile, which is 75 per cent more than it cost before the world war. At that, roads have not gone up so much as some other necessities.

Heavy traffic and a great increase in the volume of business are putting a greater strain on the highways and making stronger road surfaces imperative, especially around cities and towns.

In Massachusetts, where account has been kept of travel on main roads, motor traffic has increased over 600 per cent in nine years and general traffic of all vehicles has increased 353 per cent.

The greatest of these increases has come in the last three years.

The country is ready for a national system of roads and road transportation.

It is another big job that must be done.

**MUSIC AND EMOTIONS.**  
Q. Do the various keys in music express different feelings or emotions?  
G. V. W.

A. There is a general belief that certain keys do express particular emotions, and many composers consciously or unconsciously employ them. The minor keys as a class are sad, somber and melancholy, each having particularly attributes.

In the major keys, C is simple, naive and commonplace; G is rustic, merry; B flat, noble, elegant, graceful; E flat, sonorous, chivalrous, and so on.

## PUSS IN BOOTS JR.

By DAVID CORY.

One bright morning, as Puss Junior was wending his way down a pleasant valley, when should he run across but Goosey Goosey Gander.

"You have come just in time," said our little traveler, "for my legs are tired. Carry me on your good, strong back and fly away with me."

And the Gander was very obliging. He took Puss Junior on his back and by and by they came to an old barnyard, and just then

"A cat came sneaking out of a barn," said Puss Junior on his back and she sang nothing but riddle-dee-dee. Worried a mouse and a bumblebee. Puss began purring—mouse ran away. And off the bee flew with a loud buzz.

"You play very badly, Miss Pussy," said our little traveler, "or was it your purr that frightened the little mouse?"

(To Be Continued.)

## The Right Thing at the Right Time

By MARY MARSHALL S. DUFFEE

MOVIE MANNERS.

It isn't always a good plan to look to your favorite film star for an example of good manners, for it may be that the fact that she is acting for motion pictures has had something to do in determining her manners.

Did you ever notice that even retiring young girls in the moving pictures have a way of laying their hands upon the arms of the men with whom they are conversing, sometimes stroking the lapsels of their coats and otherwise handling them as they surely would not do in real life? Because this sort of thing is not regarded as good form, some men very much dislike to have the girls they know affect this familiar manner. Remember, that in the motion pictures, when we must depend on gesture for what we cannot indicate by spoken words, such show of feeling is often necessary.

So the young girl in the motion pictures meets a man at a tea and lays two hands familiarly on his arms and stands close to him, talking up into his face.

In real life she would doubtless stand talking three or four feet away with hands hanging lifelessly at her side. Now this would indicate nothing in the picture. The actress must show what is really being achieved by spoken word.

And this very thing accounts for much of the rushing about and close grouping and waving of arms that you see in the pictures but which certainly is not characteristic of well-bred society.

Polite Americans, like the English, avoid gesture to a surprising extent. Copyright, 1920.

## PREPAREDNESS, JIGGS' POLICY.