

12 PRINCIPLES OF WORK MEET INDIANA FAVOR

26 Hoosier Organizations Vote
to Support Industrial
Relations Idea.

RESULT OF U. S. C. C. MOVE

WASHINGTON, Sept. 2.—Twenty-six labor and industrial organizations in the state of Indiana have come on record in support of a declaration of twelve principles of industrial relations designed to establish a basis on which employers and employees may work out employment problems.

The vote was taken on the report of a committee of the Chamber of Commerce of the United States, submitted to a country-wide referendum of business associations.

The principles received the overwhelming approval of the organizations voting in every state in the union.

The organizations voting were: Chamber of Commerce, Anderson; National Retail Hardware Association, Bedford Stone Club, Bedford; Montgomery County Chamber of Commerce, National Association of Mutual Life Insurance Companies, Crawfordsville; National Association of Baby Vehicle Manufacturers, Elkhart; Chamber of Commerce, Elwood; Chamber of Commerce, Evansville; Chamber of Commerce, Ft. Wayne; Business Men's Association, Greenfield; Chamber of Commerce, Hartford City; Chamber of Commerce, Huntington; Commercial Association, Huntington; Board of Trade, Chamber of Commerce, Indiana Wholesale Grocer Association, National Bassier and Fresh Produce Manufacturers' Association; National Beer and Pale Manufacturers' Association, Indianapolis; Indiana State Chamber of Commerce, Indianapolis; Chamber of Commerce, La Porte; Chamber of Commerce, Lebanon; Chamber of Commerce, Michigan City; Chamber of Commerce, New Albany; Chamber of Commerce, Valparaiso; Chamber of Commerce, Wabash.

THE 12 PRINCIPLES VOTED ON.

The principles follow:

1. Every person has the right to engage in any lawful occupation and to enter individually or collectively into any organization of employment, either as employer or employee.
2. The right of open-shop operation that is, the right of employer and employee to enter into the relations of employment with each other as an essential part of the individual right of contract possessed by each of the parties.
3. All men have the equal right to associate voluntarily for the advancement of lawful purposes by lawful means, but such association confers no authority and must not deny any right of those who do not desire to act or deal with them.
4. Associations or combinations of employers and employees, or both, must be legally responsible for their conduct and that of their agents.
5. The restriction on productive effort or the right of either employer or employee for the purpose of creating artificial scarcity of the product or of labor is an injury to society.
6. The wages of a man must come out of the product of industry and must be earned and measured by its contribution to the welfare of the worker to obtain continuous employment.
7. The number of hours in the work day or week in which the maximum output of the individual's health and well-being of the individual, can be maintained in a given industry should be ascertained by careful study and never should be exceeded by the employer.
8. The wages of a man must come out of the product of industry and must be earned and measured by its contribution to the welfare of the worker to obtain continuous employment.
9. Within the employer and his employees do not deal individually, but by mutual consent through representatives, representatives should not be chosen or controlled, nor represent any outside group or interest.
10. The greatest measure of reward and well-being for both employer and employee and cultural development of the service must be sought in the successful conduct and full development of the particular industrial establishment in which they are located.

11. While the right of government employees to obtain just treatment must be safeguarded amply, the community welfare should be given the highest priority to prevent or impair the operation of government or of any government function shall be permitted.

12. The right of regulation and protection exercised by the state over the corporation should properly extend to the employees insofar as may be necessary to assure unimpeded operation of public utility service.

The Indiana inter-urban lines led the world in electric transportation.

Sun-Beam Lines

Indiana transportation
by motor trucks will
set the pace for the
world to follow.

Indiana Highway Transport and Terminal Ass'n, Inc.

Now in Operation

Quick and Efficient Service Assured

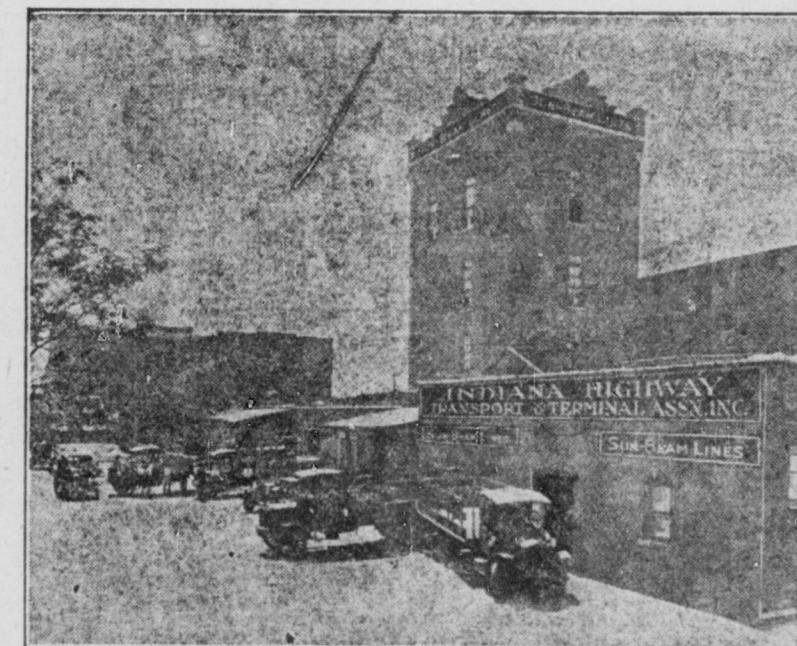
Freight Now Handled

on regular schedule
to and from all
points within a
radius of sixty
miles of Indianapolis

Within the radius of sixty miles now covered by the Sun Beam Lines there are approximately 20,000 Indiana merchants, manufacturers and jobbers that can use the service to advantage. It is the purpose of the Association to give, as soon as possible, six hour daily service to every city, town and hamlet within sixty miles of Indianapolis. Right now, we have a daily schedule between several points; bi-weekly and weekly service to others. By special arrangement, freight will be accepted for delivery to any point within the state.

Our Association has listed and directs the movement of 900 motor trucks, 200 of which are here in Indianapolis.

For rates call Main 3841.



The Association recently secured the old American Brewing Company's building on West Ohio street, near the canal. The lower floors will be reserved for the handling of incoming and outgoing freight. Because most of the freight handled by the association will be loaded directly on the truck that is to make delivery, there will be no congestion to contend with.

The Sun-Beam Lines

are officered by men
who were trained in
the school of experience—
who know their problems
and how to solve them.

Here are the men who are backing their faith in this movement with their skill, time and money: Frank Shellhouse, president; Royal L. W. McClain, vice-president; C. W. Abraham, treasurer; Tom Snyder, secretary; William S. Frye, William G. Kreis, H. H. Chambers, T. W. Hays and R. H. Muench, directors.

These men have formed a motor transport and terminal company because such an organization is needed if Indiana wishes to maintain her supremacy in the field of transportation. Indiana, as a state, saw the efficacy of the motor truck during the war, and used it better than other states.

For the inception of the movement all credit must be given to the Indianapolis Chamber of Commerce. This association is the outgrowth of the return load movement so ably fostered by the transportation department of the chamber. This particular division was in charge of Mr. Tom Snyder, who recently resigned that office to act as secretary of the Indiana Highway Transport and Terminal Association.

Motor Transportation

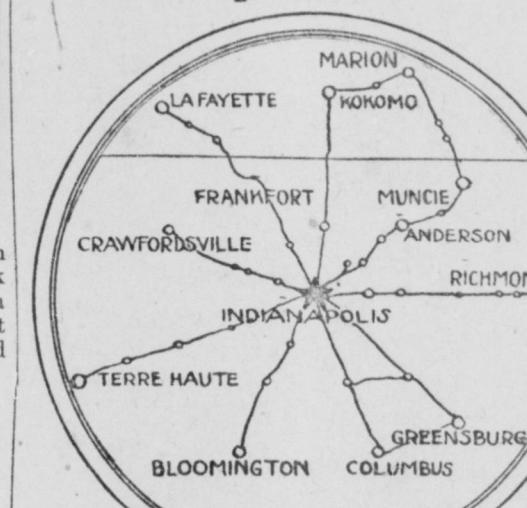
Brings Producer and Consumer in
Closer Relations.

Linking the farm and the rural district with the city will be the purpose of the Indiana Highway Transport and Terminal Association, Inc. Increased human service will be performed because of the motor truck service. A motor truck, laden with food from the Indianapolis wholesaler, perhaps with parts for some machine for a manufacturer, leaves Indianapolis for any rural city or community, delivering the freight at a time when the producer will be back to Indianapolis the produce of the farms, butter, fruits, eggs, grain, cream—the very things which the city needs, and while the farmer needs a small but an advantageous market to get his business profits therefrom.

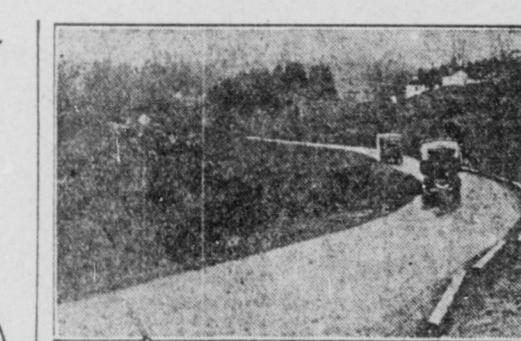


Here is a picture of one of our organization trucks hauling merchandise from the back door of a jobbing house to the front door of a country merchant. Merchandise handled but twice as against six times handling by the old system of shipping.

Territory Covered by Transport Service



Immediately, eight routes radiating from Indianapolis have been established—routes going out approximately sixty miles on the west, Terre Haute will be reached; on the east, Richmond. To the southwest, via Martinsville, a line to Bloomington, leading into the stone fields. To the south a line to Columbus, via Franklin and another to Greensburg, passing through Shelbyville. There's a line produced at Anderson to Muncie, then north to Marion and down to Kokomo and back to Indianapolis via Tippecanoe and Noblesville. The northwest is reached by two lines, one running to Frankfort and Lafayette and another reaching the rich agricultural area which leads to Crawfordsville.



Here is another of our organization trucks making good time on a good road. With the government's appropriation of several million dollars for the making of new roads, together with township and county work now going on, Indiana will soon have a splendid system of highways.

TOM SNYDER

The Man Who Fostered the Motor
Transportation Movement Is
Secretary.

In a recent article written by Tom Snyder, he had this to say regarding the association of which he is now a member:

With headquarters in Indianapolis, the Indiana Highway Transport and Terminal Association, Inc., has been formed for the purpose of developing a rural motor express and overland transportation system by which all Indiana will be benefited—the man who produces, the man who consumes and the man whose business lies in distribution.

Regular service is to be furnished—a service which at first will be daily, weekly and monthly, but which will be increased as the business developed requires.



Daniel Willard's Opinion of Motor Transports

These lines will not strive to compete with the railroad, whose function is the carrying of the long haul. In fact, the railroad officials—men like Daniel Willard, president of the Baltimore & Ohio; W. H. Finley, president of the Chicago & Northwestern Railway Company, and dozens of other railroad executives—are commanding the motor truck as a transportation agent—a wonderful aid to the railroads. Mr. Willard says: "I think I realize properly the importance of motor truck transportation, and I believe it to be the best interest of the country as a whole that such transportation be further developed along economic lines."



Here is a truck that contains 115 sacks of wheat. It was loaded and hauled a distance of four miles and unloaded in thirty-eight minutes. Within certain limits truck transportation is speedier and more economical than steam road or trolley service.

I think there is a very proper economic field for all agencies of transportation so far developed, and wherever it can be clearly shown that the motor truck can perform the transportation service required at a total economic cost lower than the cost when the railroad is used, then in the public interest, the motor transportation system should be used. The railroads and the motor truck, have their own sphere of economic usefulness and, in my opinion, it should be a mistake for either one to extend its influence and activities beyond the economic limits clearly established."

Cities and the rural communities along these routes will be able to receive transportation at a cost of approximately the present freight charges. The motor truck service, however, will be obviously superior, for it is done with a maximum of convenience and delivery is made to the exact place of consignment with the minimum amount of handling.

Refrigerator cars will be carried in the winter time to protect perishables. In the winter time, through a process of heating the trucks, perishable goods will be protected from the freezing temperature.

The benefit of this to the community is large. Isolation and its disadvantages ceased to exist. And without the motor truck, so far as transportation is concerned, how could the many communities on the lines of the railroad and the electric lines be isolated?

"Cure Your Rupture Like I Cured Mine"

Old Sea Captain Cured His Own
Rupture After Doctors Said
"Operate or Death."

His Remedy and Book Sent Free.

Captain Collings said the seas for many years had cured his ruptures, and he had a double rupture that soon forced him to not only remain ashore, but kept him bedridden for years. He tried doctor after doctor, and was later sent to a famous surgeon in New York, who said he must either submit to a dangerous and abhorrent operation or die. He did neither. He cured himself instead.



"Few Men and Women, You Don't Have
To Be Cut Up, and You Don't Have
To Be Trussed."

Captain Collings made a study of himself, of his condition—and at last he was rewarded by the finding of the method that so quickly made him a well, strong and healthy man again.

Anyone can use the same methods: it's simple, easy and inexpensive. Every household should have the Captain Collings book, telling all about how he cured himself, and how anyone may follow the same treatment in their own home, without any trouble. The book and medicine are FREE. They will be sent prepaid to any physician, surgeon or doctor on the below coupon. But send it right away—now—before you put down this paper.

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Box 2125 Watertown, N.Y.
Please send me your FREE Rupture
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Name _____

Address _____

Indiana Highway Transportation and Terminal Ass'n, Inc.

SUN-BEAM LINES

Freight Station, West Ohio Street and Canal

General Offices, 702 Lemcke Building, Indianapolis