

Indiana Daily Times

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MEMBERS OF AUDIT BUREAU OF CIRCULATIONS.

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THOSE firemen who forgot to turn on the water are hereby awarded the well-known concrete bicycle.

BERGDOLL says he will not return to the United States until amnesty is granted. Better send for your winter underwear, Grover.

SHOULD we remove those high tension wires from the top of the West Tenth street bridge or arrange to keep small boys from climbing it?

THE new prohibition director at Chicago is named Kjellander. His test for sobriety will probably be having the suspect attempt to pronounce his name.

TWO motor flushers have been purchased to wash the city streets. With the four flushers already at the City Hall, this should take care of the job, all right.

CHARGES of corruption and graft in the prohibition enforcement department, made by the Anti-Saloon League, come with rather poor grace when it is generally known that the dry officials being criticized are for the most part former Anti-Saloon League workers.

Put Out Your Own Fire!

It is the history of the world that whenever governmental agencies fail in the duties that are commonly left for them the community that survives is the community whose individuals take into their own hands the duties of the governmental agencies and perform them, either individually or in groups.

It is being borne home to Indianapolis citizens nearly every day that in the matter of fighting and controlling fires the department of government presumed to function is not efficient.

The next step must be individual fire prevention effort.

Doubtless there is a reason why the fire department makes such a poor showing in the handling of what are ordinary fires in other cities. It may be that the lack of proper regulation of buildings in the past makes fires more dangerous here than in other cities, but if this is true it becomes all the more reason why special attention should be paid to combatting them.

None will deny that the Indianapolis fire department is well equipped. In fact, since the administration recently bought more equipment than the underwriters recommended, it has been asserted that the department has so much apparatus that it is undermanned.

Whatever reason exists for its poor showing at recent fires could easily be determined were the board of safety to sidestep politics long enough to delve into the department for it, regardless of the political effect such delving would have.

At present, the Indianapolis fire department has all the equipment it can possibly desire.

An ample supply of water is always available for fire use.

The difficulty seems to be in getting the fire apparatus to the fires and in utilizing the available water when the scene of a fire is reached.

Such instances as the burning of eighteen houses on two streets, due to inefficient fire fighting and the more recent attempt to pump water from a fire hydrant without first opening the hydrant can be attributed only to lack of organization in the fire department itself.

This community has recently been called upon to join in a fire prevention campaign. It begins to look as though the citizens of Indianapolis would find it to their advantage to do, individually, all that they can to prevent fires as a necessity of the public safety.

And would it not be well to appoint a special committee to seek the cooperation of the members of the fire department themselves?

Some Coke Facts

Disclosures that coke, now being offered Indianapolis citizens at \$11.75 a ton or 75 cents more than the best pocahontas coal, is being sold at \$10 a ton or less in St. Louis and \$8 a ton in Huntington all go to show that the Citizens Gas Company is not making much effort to dispose of its surplus in the domestic trade.

G. M. Davis, manager of the St. Louis company that is selling its coke, says:

"But what good is a coke pile of so many hundred thousand tons at \$10 or \$12 or \$15 a ton if you can't get rid of it? Just as bad as none at all, isn't it? We are trying to get around that condition by asking less for our coke and getting it moved, even though it means a loss to the company."

The Citizens Gas Company in one of its recent advertisements says: "As previously explained, we embarked on a highly competitive industry only after we had convinced ourselves that a large tonnage of coke could be sold at remunerative prices. This involved the manufacture of coke of a grade that could be sold at remunerative prices. This involved the sale of a larger tonnage than Indianapolis domestic fuel buyers would probably take at any price, and it involved getting a higher average price for the total output than they would pay for any considerable tonnage. The average prices which we have always obtained for our total output in any year have been much above the prices at which we have sold our coke as domestic fuel in Indianapolis in the same year."

Here, then, we have exhibited the difference between two companies and the difference between \$10 coke and \$11.75 coke.

The St. Louis company, stocked with coke which it cannot sell at a profit, is willing to sell it for what it will bring.

The Indianapolis company, stocked with coke which it cannot sell in the usually profitable market, is unwilling to sell it at a price that does not bring it the usual profits.

The St. Louis manager apparently realizes that he is stocked up with a stock for which there is little demand and he is willing to sacrifice profits to move it.

The local management doubtless realizes that it is stocked with a product for which there is no market but it still has the idea that Indianapolis consumers ought to buy its product at a price that will yield it a profit.

No Indianapolis consumer is going to pay more for coke than he is compelled to pay for pocahontas coal.

The Citizens Gas Company is not going to develop the domestic market until it places the cost of coke to the consumer at a point as low as it is in neighboring cities and low enough to place coke in competition with the best grades of domestic coal.

And it appears that the Citizens Gas Company will not do this as long as it has any hope of maintaining its revenue and saving its coke through "emergency orders" from our obliging public service commission.

John Has Earned a Rest

The recent fiasco of resistance to the draft of the war, by Bergdoll, stands in great contrast with the history of an American citizen, born in Greece but naturalized here. His name is John Cousoupolous but he is called John Poulos for want of time. He came to this country ten years ago.

When the first Balkan war occurred young Poulos was called to Greece as he was then a citizen of that country. He returned to America after military service, then was recalled for the second Balkan war. After that the seasoned warrior again came to America and took out citizenship papers. This made him subject to the draft in the World War. About half a year ago he returned to Greece to visit his home and was put in the ranks against Turkey. It seems that Greece refuses to recognize our citizenship in her former sons, if she can get hold of them. Now John wants to quit the war business.

In contrast with Bergdoll, whose wealth is recently taken over into the hands of United States agents, there is a great gift. The latter refused to enter the Army at all and ran away when placed there. The Greek at least has the satisfaction of having served his country, real and adopted, when needed.

Occasionally there is a veteran who boasted of over four years' service in the Civil War. This was because he had been in the regular service before or after the war. John Poulos has a record of almost ten years in the World War as all the Balkan troubles may be regarded as practically continuous. No wonder he desires peace.

CHARIOT RACE FURNISHES THRILLS

In 'Queen of Sheba' Movie

The big surprise in "Queen of Sheba" at the Lyric theater, New York city, is the chariot race. It is so exciting that hundreds of people have asked how it was made. J. Gordon Edwards, who directed the filming of the story for William Fox, answers the question as follows:

"There is no secret about it. You can't keep a motion picture set containing 5,000 people and covering 150 acres a secret. We simply built the arena, put on the races and photographed them from every angle we could think of. Two of the chariots overturned, giving Jim Murphy, a driver, the narrowest escape of his career. Tom Mix, the cowboy star, did some thrilling riding for us by way of what he called 'whooping it up,' and Betty Hlythe and Nell Craig, driving a chariot apiece, proved that they were as skilled as any daring horsewoman as ever I'd seen in my life. That's about all I can say."

It might be added that it took weeks of work to arrange for the race and that thousands of dollars were expended on it. "The Queen of Sheba" will be presented soon in Indianapolis.

ON VIEW TODAY.
The attractions on view today, include: "Smilin' Through," at the Murat; "Adam and Eve," at English; popular vaudeville at B. F. Keith's; "The Rialto and Broadway," at Loew's; "Scrap Iron," at the Circle; "Among Those Present," at the Ohio; "The Traveling Salesman," at the Isis; "Hush," at the Colonial; "What's Your Reputation Worth?" at the Alhambra; and "The Mollycoddle," at the Regent.

WELCOME HOME



STANFORD W. GALORE.

A prominent member in the cast of "Melody and Rhythm," a dance offering on the current bill at B. F. Keith's, is Stanford W. Galore of this city and a former Shortridge student. He studied dancing with Mlle. Thes Heves of Indianapolis. His engagement closes tonight at Keith's.

KEEPING HOUSE WITH THE HOOPERS

(The Hoopers, an average American family, are living in a suburban town, on a limited income, will tell the readers of the Daily Times how the many present-day problems of the home are solved by working on the budget that Mrs. Hooper has evolved and found practical. Follow them daily in an interesting review of their life and learn to meet the conditions of the high cost of living with them.)

WEDNESDAY.

Mrs. Hooper had no opportunity to continue her conversation with Helen concerning her visit to Edna Jackson's until she returned from school, as following dinner last night when she expected to join her in the kitchen while the dishes were being washed and hear her further explanation, a friend of Henry's had come in for a half-hour's chat, when he had gone Helen and Roger were settled at their home studies in the dining room. She hesitated about having a serious talk with the child that night, but she said to herself, "I'm sorry I didn't have time to hear what you had to say about Edna Jackson last night, Helen, but father's friend, Mr. Elkins, called me until it was too late to talk with you."

"What do you want to know about it, mother?" asked Helen. "She just asked me to come up and see her and I went."

"What did you do when you got there?" inquired Mrs. Hooper. "You say you rode up in the Jackson's car after you met Edna at the library. That was as far as you got when you began to tell me about it before dinner last night."

"Oh, yes," replied Helen glibly, coming out of the closet, where she had hung her hat. "We drove up that lovely, long, winding drive with beautiful flowers and trees on each side, and when we got to the big front door a man with a long gray coat and brass buttons came down the steps and opened the door, and we went into the most beautiful room you've ever seen."

"Was Mrs. Jackson there?" asked Mrs. Hooper as Helen sat down near the window, apparently very willing to go into all the details of her marvelous adventure.

"Oh, yes," answered Helen without hesitation, "and she was so glad to see me, and then we went upstairs to Edna's room and after a while a girl in a little white cap and an apron brought us cakes and tea and then Mrs. Jackson went away—and then we played."

"What?" questioned her mother. "Oh, several things," was the slightly evasive reply, "and then we looked out the window into the park and Edna showed me all her silk and satin clothes and about ten hats and a little gold purse with money in it of her own."

"And what did you do after that?" asked Mrs. Hooper.

"Oh, after that I came home," said Helen.

"Did you walk?" asked Mrs. Hooper. "They didn't send you home in the automobile, did they?"

"Oh, no," returned Helen, "because, you see, Mrs. Jackson was out riding in it."

Mrs. Hooper pressed her for more details and they were all forthcoming with great readiness, but notwithstanding, when she was more firmly convinced than ever that Helen had not been near the Jackson's house, and was making up the story out of whole cloth. She wished to be perfectly fair and she refrained from accusing the child of falsehood until she had some evidence to support her belief.

"Have you told Roger where you were yesterday afternoon?" pursued Mrs. Hooper after a pause.

"No; you asked me not to, mother," replied Helen, "and anyhow I don't think he would believe me."

"Why?" inquired her mother, wondering why the child imagined that she was more guileful than Roger. Certainly what the speaker at the club had said about children's psychology was true.

"Oh, well, Roger thinks he's smart, and I'm too little for any one to notice me."

"Well, perhaps it would be just as well

not to mention it," continued Mrs. Hooper, with an idea of eliminating unnecessary explanations after she had verified Helen's story, "and if Edna asks you to visit her again, I want you to ask my permission to go."

"Very well, mother," she answered submissively. "Is there anything I can do for you before I go out to play?"

"No, nothing," replied her mother, and she sat and pondered on this little problem of unexplainable perversity as Helen raced downstairs and out in the garden for a romp with Betty.

The menu for the three meals on Thursday is:

BREAKFAST
Grapefruit Cereal
Toasted Creamed Chipped Beef Coffee
LUNCHEON
Stuffed Eggs
Thin Bread and Butter
Boiled Rice Cocoa Orange Jelly
DINNER
Corn Chowder
Italian Hodge Podge
Sliced Ham en Casserole
Fruit Salad

ITALIAN HODGE PODE.
Cook one package of noodles and then drain and turn into a salad bowl, and add three onions chopped fine, two green peppers chopped fine, one branch of celery, four branches of parsley, six tablespoons of salad oil and three tablespoons of vinegar. Toss gently to mix and serve on lettuce leaves.
(Copyright, 1921.)

HOROSCOPE

"The stars incline, but do not compel"

THURSDAY, JUNE 2.

Astrologers read this as an uncertain day. Although Jupiter and Venus are in benefic aspect. Uranus rules with ill omen.

It is a way under which most business enterprises should be fairly successful. There is promise for those who engage in large commercial enterprises. Women will undertake stupendous enterprises, but they are likely to be too ambitious and should remember that caution indicates wisdom.

Persons whose birthdate it is should not make any changes in the coming year, which seems not to be fortunate for removals, or even for travel.

Children born on this day are likely to be energetic and persevering, but inclined to be careless about money. These subjects of Gemini are usually kind and sympathetic.

QUESTIONS AND ANSWERS

(Any reader can get the answer to any question by writing THE INDIANA DAILY TIMES INFORMATION BUREAU, FREDERIC J. HASKIN, DIRECTOR, WASHINGTON, D. C. This offer applies strictly to bona fide questions. The bureau cannot give advice on legal, medical and financial matters. It does not attempt to settle domestic troubles, nor to undertake exhaustive research on any subject. Write your questions plainly and briefly. Give full name and address and enclose two cents in stamps for return postage. All replies are sent direct to the inquirer.)

INVENTOR OF DEPTH BOMB.
Q. Who invented the depth bomb?
A. E. McC.
The depth bomb was invented by W. T. Uge of Swedish nationality.

SMITHSONIAN INSTITUTE.
Q. What style of architecture is the Smithsonian Institution, Washington, D. C.
A. The original Smithsonian building is of brownstone in twelfth century Norman or Lombard style.

WOOD FOR XYLOPHONES.
Q. What kind of wood are xylophones made of?
A. The bars of many xylophones are made of Nagad wood. This gives a clear and brilliant tone and is hard enough to withstand hard usage. The

Free Views of the Panama Canal

Only a few Americans ever will see with their own eyes the great canal at Panama. Nearly all of us have seen maps that show in black and white outline the course of the great waterway. Fortunately there is a type of map which is not the dead, flat outline, but which comes as nearly as may be to giving one an idea of how the canal looks. This is a bird's-eye view of the whole canal made under the direction of the National Geographic Society.

This map is printed in four colors on coated paper and is 12 1/2 inches in size. Any reader of the Daily Times may secure a copy by filling in the coupon and sending 2 cents in stamps for return postage.

Fredric J. Haskin, Director, The Indiana Daily Times Information Bureau, Washington, D. C.

I enclose herewith 2 cents in stamps for return postage on a free copy of The Panama Map.

Name

Street

City

State

PUSS IN BOOTS JR.

By David Cory, CHAPTER CCLXII.

Now, as I told you in the last story, Puss Junior felt very sorry for the two old parents of the beautiful girl, who cared for nothing in the whole world but to deck herself out in fine clothes. So he said to himself, "I'll have a talk with her parents, and maybe I can show them a way to cure her of her foolishness."

So he knocked on the door of the little cottage, and there he found the two old folks, sitting in the dim twilight, weeping.

"What is the matter?" asked Puss, although of course he knew all the time it was their daughter's selfishness that made them so unhappy.

"Told him that it was the behavior of their daughter that made them so miserable," said the old man.

"Cheer up," said little Puss Junior. "I will find a way to help you." And then he went out and climbed up to the old parents' room, where he found a little house where lived a fine young fellow named Jolly Tom.

And after Puss had told him all about the pretty girl and the trouble she caused her two kind parents, he said:

"If you will marry the girl I will show you how to make a good wife out of her."

"I need a wife, and as you seem to be a very wise cat, I will marry her and trust to you."

"Come with me, then," said Puss. So he and Jolly Tom started off down the hill to see the old parents.

"What! Marry our daughter?" they cried, when Jolly Tom asked for her hand in marriage. "She is vain, and idle, and bad-tempered."

"Oh, we'll manage all that," said little Puss Junior. And he winked at Jolly Tom, who began to feel discouraged, you know.

The next day Jolly Tom and the pretty girl were married, for she was very anxious to be the mistress of a home, and they took Puss Junior along with them to the little house on the hill. And whenever Mrs. Jolly Tom got angry or cross, Puss would double himself up and turn somersaults on the floor until she was obliged to laugh.

And if Mrs. Jolly Tom sat idle, with folded hands, when there was plenty to do, Puss would say, "Oh, what a fine wax figure. Please cover it from the dust!" And then Jolly Tom would throw a shawl over her, or dust her with a feather duster, and then he would laugh his Jolly, happy laugh until she was glad to go to work.

And every time Mrs. Jolly Tom dressed herself up in all her finery and stood before the looking glass, Puss Junior went out and bought a peacock, so that in a short time the yard and the barns were so filled with them that one could scarcely stir for peacocks. But, every day, he behaved as if he was a peacock, and by and by he grew so good that very few were left. So Puss wished them both good-bye and went up on his way, but before he left Mrs. Jolly Tom gave him a big hug and promised to make Jolly Tom happy for the rest of his life.—Copyright, 1921.

(To Be Continued.)

PLANS TO BUILD STATE BRIDGES

Highway Commission May Expend \$1,500,000 in One Line of Construction.

Bridge construction by the Indiana State highway commission this year will cost between \$1,000,000 and \$1,500,000, W. J. Titus head of the bridge bureau of the State highway commission, said today.

The bridge building program this year greatly exceeds that of last year, according to Titus, although the prices of sand, gravel and cement have not dropped. Highway construction was held up in the face of prevailing prices, but this does not affect bridge construction, Titus said.

Thirty-eight contracts are to be awarded by the bridge department within the next month, or as soon as the plans can be completed. Twenty-one new bridges will be built to replace dangerous ones on the National highway between Terra Haute and Richmond, Titus said. These will cost \$850,000.

There are three railroad crossings which the commission must separate because of the danger in their proximity. The crossings are those of the Pennsylvania and Monon railroads. One bridge will be built on the State road known as Route 1, between Plymouth and South Bend. Two dangerous crossings on this highway also will be eliminated.

On the Lincoln highway between Lake and Porter counties five bridges will be constructed and one on the same road in Allen County.

Other bridges contemplated are: Route 5, Knox County, two bridges; Route 24, between Jackson and Washington Counties, one bridge. Route 4, in Jasper County and Orange County, six bridges; Route 10, Gibson County, one bridge.

There are many bridges in need of repairs, particularly the one at Wayne town, which are not in the program. None of these bridges is under contract.

Should construction start on the proposed bridge at Hazleton in the near future the commission would add to its

building program costs of approximately \$200,000 bringing the total up to \$1,000,000.

"This is a greater program than we had last year by \$400,000," Titus said.

BRITAIN'S COAL EMBARGO LIFTED

Foreign Supplies Are Flowing In.

LONDON, June 1.—Foreign coal, much of it American, was again flowing into Great Britain today as a result of the decision of the railway men and the transport workers to lift the embargo. At a long conference of representatives of these two branches of the labor "trading alliance" last night it was decided that the blockade against foreign coal should be abandoned as once on the ground it was "bad tactics." The embargo was imposed shortly after the national coal strike began on April 1 to help the miners.

Although the government's new proposals have been rejected by the miners there was a feeling of optimism that the coal strike will be settled within the next week.

Victory Highway Proposed in West

TOPEKA, June 1.—With the assistance of road boosters, automobile dealers, good-road organizations and civic societies from California, the Topeka Cooperative Club has launched a campaign for a coast-to-coast paved highway through Topeka and Kansas City, in recognition of the achievements of the heroes of the World War. The route would be known as the Victory Highway.

George Stanfield is the originator of the idea, and he has proposed that it be laid out by the Federal department of public roads over a consolidation of present integral highways.

The California Good Roads Association, through its manager, Benjamin Blaw, has pledged the California Association to bear half the expense of making the new highway from Topeka to the Pacific Coast.

Mr. Blaw made a special trip to Topeka to assist in launching the plan.

Wardrobe Trunks for Less

Save One-Fourth to One-Third on \$19.75
Hartmann Cushion Top, Leather Bags, all sizes. Up to \$35 values...

Umbrellas

Silk Rain-Shine. All colors... \$4.95
Umbrellas Repaired and Re-Covered

The Luggage Shop

TRUNKS-LEATHER GOODS-UMBRELLAS.
30 NORTH PENNSYLVANIA ST.

TRUNKS

Of All Kinds. \$10 Up.

Illinois Central System Calls Attention to Things the Public Does Not See

The public is accustomed to see passenger and freight trains arrive at stations and depart from stations and travel between intermediate points on the railway, performing a necessary service without which almost all commerce would be paralyzed. It seldom gets a glimpse behind the scenes and realizes the magnitude and diversification of railway operation.

The public sees an engineer and a fireman in charge of a locomotive—a conductor and brakeman in charge of a train. It sees comparatively little of all there is back of the actual running of a train—the executive and general officers, the heads of departments, the division officers, the train dispatchers, the signal maintainers, the foremen, the skilled and unskilled laborers, the shompen, the track walkers, the miners producing the coal, the workers producing the steel, the woodsmen producing the ties and the plants where they are treated with preservative chemicals, the mills producing the lumber, the refineries producing the lubricants, the rock quarries and rock crushers, the gravel pits and steam shovels, and the thousand and one other operations which enter into the production of railway transportation.

Few outside of those whose business it is to do so ever examine the anatomy of a modern locomotive, a passenger coach, a refrigerator car or an ordinary freight car. A modern locomotive contains more than 4,200 parts, not including rivets and bolts, all of which must be inspected daily and kept in perfect condition, some requiring the constant attention of highly specialized experts. For example, the lighting system is cared for by a corps of trained electricians, the superheater attachment is looked after by specialists, the boiler requires the attention of expert boiler makers, the separate and distinct engine which operates the reversing mechanism must have special and constant attention and the airbrake system also demands the attention of experts.

A modern all-steel passenger coach, exclusive of bolts, rivets, screws, nuts, washers and nails, has more than 2,000 parts. The wheels, trucks, airbrakes and draw gear require constant inspection and special attention. The dynamo which generates electricity for lighting the coach when the train is running, also storing the batteries to provide lighting when the train is standing, must be carefully handled. The same is true of many other parts. The single item of cleaning and ventilating passenger coaches runs into large figures.

A modern refrigerator car has more than 1,500 parts. Perfect insulation must be maintained and the car must be kept absolutely clean. The ice boxes and many other parts require constant attention.

The ordinary box car has more than 500 parts which must be regularly and constantly inspected and kept in safe condition. Just as a chain is as strong as its weakest link, the safety of a train is gauged by the weakest car in the train.

The men who actually operate the trains on the Illinois Central System compose a comparatively small proportion of the more than 50,000 employees back of them.

One out of every eleven persons in the United States depends directly upon the railways for a living, counting one worker to every five persons.

Railway prosperity is necessary to national prosperity. Anything that injures the railways also injures the public. Anything that helps the railways helps the public.

The railways consume 23 per cent of all the bituminous coal produced in the United States. They consume 25 per cent of all the steel produced in the United States. They consume 13 per cent of all the timber and lumber produced in the United States. They are also large users of lubricating oils, and other commodities.

The Illinois Central, like other railways, is a citizen of each town on its lines. It pays taxes and means as much to the life of each community as any other business concern in the community. It has but one thing to sell—transportation. When you buy that transportation, remember the investment in the property that makes it possible to run the train that furnishes you with service, and remember the great expense back of running that train, aside from the salaries of the engineers and trainmen whom you see and the agent with whom you deal.

The railways do not claim perfection. Every railway in the United States has locomotives and cars that should be replaced by better ones; machinery and appliances that should be replaced by later and better models; steel rails that should be replaced by heavier ones; track that should be provided with better ballast; terminals that should be enlarged. The railways are striving to overcome these deficiencies. They are succeeding gradually. They are fighting for the privilege of serving you—the public. They ask no advantage of any kind. They ask only a square deal.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

The Name Burdsal Protects Paint Buyers



BURDSAL'S Paint is quality paint—the best that 54 years of experience can produce. The name BURDSAL is an assurance of long wear—thorough protection—real economy in paints for every purpose. It is a protection for paint buyers—an emblem of service—appreciated most by the thousands who have used BURDSAL'S Paint and know its unusual value. To insure the longest wear—the best protection—the greatest economy—use BURDSAL'S Paint for every paint purpose. Sold by all good dealers.

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