

MOHAVES' PLEA IS TAKEN UP BY THE PRESIDENT

Tribe Obtains Hearing on Order Forcing Them to Quit Lands.

WATER, TIMBER SOUGHT

WASHINGTON, July 5.—President Harding has agreed to personally pass upon the plea of the Mohave Apache Indians against being forced off their rich reservation and on the desert.

The Indians feel this insures them against what their spokesmen declare is an old scheme to deprive them of homes in the Valley of the Verde in Arizona, under the guise of presenting them with an additional allotment in the Salt River reclamation district. The Verde River is one of the few clear water streams in Arizona. It never runs dry and the valley has been their home since prehistoric times.

The McDowell reservation where this tribe lives has been the target for attacks for years by those who want to get the water and the timber riches. The Indian Bureau was proceeding to put into effect an order which, while disclaiming any compulsory removal, was calculated to force them to the Salt River lands.

The McDowell reservation was declared to be only grazing land, and the Indians were to be permitted to use it only for stock raising. Actually these people have farmed it since before the dawn of history and before them the Aztecs, vestiges of whose irrigation ditches still remain.

REACH PRESIDENT WITH THEIR PLEA

Secretary of the Interior Fall recently announced that he saw no reason for permitting hearings of the protests of the individual Indians, insisting, as have all other supporters of the project, that the whole thing was intended for the benefit of the Indians. Consequently, things looked pretty dark for the tribe until they reached the President.

When he was President, the late Theodore Roosevelt took an active interest in seeing that the Indians, who number about 300, were secured in their rights on the Camp McDowell reservation. It became their property partly as the result of an act of Congress and partly by an executive order.

In 1910 Walter L. Fisher, then Secretary of the Interior, approved the identical scheme that is now threatening the Indians.

With the assistance of white friends, however, the McDowell dwellers succeeded in having their protest brought before the House Committee on Expenditures in the Interior Department. Last year, who served as examining attorney for the committee, succeeded in getting a mass of papers from the Indian Bureau, and the committee went to the bottom of the matter.

SECRETARY ADMITS HE WAS WRONG.

As a result Latimer was permitted to take up the matter personally with Secretary Fisher. When all the facts were laid before the Secretary he promptly acknowledged his error, having meanwhile had an investigation made on the ground by W. H. Rosecrans, a well-known irrigation engineer, with a view of determining whether a permanent irrigation could be built on the Camp McDowell reservation.

Matters ran along for a number of years in this status, no change being made until after the resignation of late Franklin K. Lane as Secretary of the Interior. During the brief regime of John Barton Payne as Secretary of the Interior, however, the forces which for many years had been endeavoring to dispossess the Indians became again active. Secretary Payne had an order signed by former President Wilson on May 23, 1920, putting into effect the original scheme.

Latimer declares in a brief which has been submitted to President Harding that this order was obtained secretly by the Indian Bureau, and never made public until it was accidentally discovered a year later.

The land which it is proposed to allot the Mohave Apaches on Salt River is eleven miles from their present home. While they would not, according to declarations made in official letters, be compelled to move from Camp McDowell unless willing to do voluntarily, if they wanted to continue living there they must make a journey of twenty-two miles a day to cultivate five-acre tracts.

SEEK RELEASE OF SCHOOLMASTER

Many Former Pupils Join in Plea for Clemency.

NICHOLASVILLE, Ky., July 5.—Active work by friends, relatives and former students of Prof. J. B. Threlkeld, head of the Threlkeld School for Boys here, is under way in an effort to secure a pardon for the aged educator, who now is in the State Reformatory at Frankfort serving a life sentence for the murder of Arthur Denman, Nicholasville business man and former student of the school. Professor Threlkeld killed Denman in an altercation growing out of refusal of the merchant to buy tickets for football games from students of the school.

Hundreds of persons in central Kentucky, scores of them former students of the well-known private school, have signed the petitions.

Professor Threlkeld was convicted by a jury of Mercer County men in the Jessamine Circuit Court on June 15, a motion for a new trial was denied, and instead of appealing, the aged man—now 73—accepted the verdict and entered prison to spend at least eight years and possibly the remainder of his life, unless he is pardoned. Under the Kentucky law he is eligible for parole at the end of eight years if his conduct has been good.

According to both William H. Denman and Prof. Threlkeld and his son, Logan, the controversy started in a telephone conversation about the purchase of football tickets in which the educator chided the dead man and his brother for not purchasing tickets. Logan Threlkeld went to the store to pay a bill and his father followed. An altercation followed, Logan Threlkeld and William Denman getting into a fight. Professor Threlkeld claimed Arthur Denman started at him menacingly and that he fired in self-defense. William Denman denied that his brother threatened the professor and other witnesses testified that Arthur Denman did not say that if he had reached Prof. Threlkeld he would have "crowned him." One witness testified to this alleged statement.

URNS LAUGH ON HIS CRITICS IN FT. WAYNE

Self-Trained Dancer to Be First Aid to Chicago Ballet Master.

Special to The Times.

FT. WAYNE, Ind., July 5.—Any one can do what he wills to do, according to Paul Bachelor, self-trained esthetic dancer, who has just signed a contract to be assistant ballet master of the Chicago Grand Opera Company.

Developed his art in this Hoosier city, which appreciates esthetic dancing in the same degree as Pueblo welcomes water. For several years young Bachelor has been trying to interest in classic arts, but even the "high-brows" have turned a deaf ear to his pleadings. On a few occasions he has been permitted to dance at exclusive functions where no rabble might interrupt proceedings with an impish outburst but these epochs have been excessively intermittent.

However, the trail of adversity had a turning when Mary Garden came here last winter. Bachelor sought an interview with the mentor of the Chicago Grand Opera Company and gave a demonstration of his ability that moved the impresario to give him a chance. Last winter he was one of the ballet, but this fall he will return, elevated to a position of some importance and at a salary that is said to make a few local bank presidents ponder.

FORMER CHICAGO CHOR BOY.

Paul Bachelor, barely 23, is a Chicago boy, although he has lived in this adverse atmosphere for most of his life. His first love was named "Dancing." He was a chor boy at St. James Cathedral in Chicago, and lived at 5310 Indiana avenue. At that time he had one of the highest soprano voices in the country and for nearly three years was able to reach F above high C.

For exercise the chor boy took dancing lessons of Andre Romero in the Auditorium building and under the old master he got his first incentive toward dancing. Later he took a few lessons from Vassilios Kanelos from the Royal Theater of Athens, who was then in Chicago. Shortly afterward his family moved to Ft. Wayne and the high-priced lessons under the artists were at an end for some time.

The lad did not give up his earnestments on his tool for lack of instruction but devoted his spare time to developing new steps. While the other boys of the school played baseball and basketball Bachelor was busy in his back yard jumping and skipping to and fro planning the whirls and leaps that make a ballet dancer.

SEES FOREIGN DANCERS AT INDIANAPOLIS.

Shortly after his graduation from high school, where his strange amusement was not easily understood, a chance came for him to see Nizinsky who with the second Russian ballet to tour the country was appearing at the Murat Theater in Indianapolis. Young Bachelor persuaded his indulgent mother to advance him the money and went to view the foreign dancers.

After the first performance he decided that here was a man who could show him what he wanted to know and straight away the youth sought the stage door. "What do you want here?" growled the grizzled guardian of the inner precincts. "I came to see Nizinsky," began the young man.

"He don't want to see you," returned the bookkeeper as he blocked the way. Bachelor persisted, however, and gained an audience with the Russian. The ballet leader was overjoyed to find some one in the Hoosier capital who was really interested in the ballet and willingly undertook to give the recent high school student some lessons. Bachelor traveled to Columbus, Ohio, with the troupe and used up his last cent buying instruction from the ballet master.

The next year Bachelor began to take instruction from Pavley and Oukrainsky and finally landed a job in a New York ballet. Upon finishing the engagement he returned home and again sought to interest local people in classic dancing without avail. The hard-headed business

Two-Thirds of Federal Aid Roads Built Said to Be of Earth, Sand and Gravel

WASHINGTON, July 5.—Of the 22,000 miles of Federal aid roads which have been built or are now under construction, more than two-thirds are earth roads, sand, clay, or gravel, says the chief of the bureau of public roads, United States Department of Agriculture. These have cost less than one-third of the total amount expended as compared with nearly 50 per cent of the estimated cost applied to 4,500 miles of hard-surfaced roads. A study of local conditions by an engineer of the bureau is necessary before a road project may receive Federal aid.

The type of road to be used and the most suitable surface with respect to the traffic of the locality must be determined. Service must be satisfactory. While cost must be kept low, both for building and maintenance. There must be a careful analysis both of the engineering and economic conditions for each particular project. There are individual considerations as to the best type of road materials for that locality. ENOUGH ROADS TO ENCIRCLE GLOBE.

The mileage of Federal aid roads which have been built or are now under construction is nearly sufficient to encircle the globe. This is the record of work accomplished since July, 1916, when the Federal Government first stepped in to aid in the enormous task of building highways to the traffic to be carried over them at the minimum expense. An analysis by the Bureau of Public Roads of the projects under contract shows that all types of roads, from the divided earth road up to the finest paved surfaces, have been built.

On March 1 of this year, 22,000 miles of highway, extending into every State, had been completed or were in process of construction, says the bureau, at a total estimated cost of \$361,948,588. The percentage of this total estimated cost which will be incurred for each type, and the mileage of each type, based upon the records of plans approved, are as follows:

| Type | Per cent of total estimated cost | Mileage |
|---|----------------------------------|---------|
| Type 1, including earth, sand, clay and gravel, and macadam | 32.2 | 15,300 |
| Type 2, including water-bound and bituminous macadam, and concrete | 9.0 | 1,520 |
| Type 3, including brick, bituminous concrete, Portland cement concrete, and miscellaneous | 48.8 | 4,500 |
| Bridges | 4.0 | 310 |
| | 100.0 | 22,030 |

States initiate road projects. The States initiate the road projects, but before Federal aid is granted an engineer of the bureau makes an inspection of the roads to be improved, studies the local conditions, consults with the State highway department, and no projects are approved which are not considered suited to the conditions to be met. Many popular fallacies exist as to road improvement, and there have been many misconceptions as to the types of roads on which Federal aid funds may

be used. Properly built earth roads, say specialists of the department, are the fundamental requirement in all highway improvement. Regardless of the material or type of surfacing which is to be placed, the preparation of the roadbed requires the highest engineering skill and experience. The department considers that the use of adequate sums for the securing of proper location, thorough drainage, permanent bridges and culverts, and the elimination of railroad crossings is demanded if enduring improvements are to result.

Federal aid is allotted to the improvement of earth roads, but only with the stipulation that a suitable surfacing is placed, which is highly desirable from a construction viewpoint. To follow such a course, however, is out of the question when a road is heavily traveled and some form of surfacing must be provided. To care for traffic under these conditions frequently a sand-clay or gravel surfacing is provided, which will serve for several years and yet allow the road to be maintained under reasonably heavy traffic.

Granting that the preparation of the roadbed has been properly done, many kinds of road surfaces will give excellent service. The element of traffic is important. There are so many miles of roads to be constructed, and their cost will be so enormous that the most careful and detailed study of each road project must be made to provide, at the lowest possible cost, roads which will give satisfactory service and which can be maintained without undue depreciation under the traffic which is to use them. Many times the question has been asked: "What type of road is best?" The answer is always the same—there is no one best kind or type of road surface.

A recent statement issued by the officials of the bureau expresses this thought in the following language: "It is the policy of this bureau to consider the conditions of each individual Federal aid project as there are elements, such as sub-grade, drainage, present and prospective traffic, which vitally affect the determination of the standards of construction to be used." That is, there must be a careful analysis both of the engineering and economic conditions for each particular case to determine the kinds of materials that can be used successfully, and after these facts are determined then the various types of construction which can be used economically should be brought into competition to secure the best possible results. There have been occasional attempts to write into State laws or the governing conditions of bond issues a requirement as to the type or kind of road to be constructed. To follow such a course would be most unfortunate.

NO PARTICULAR TYPE RECOMMENDED. The cost must always be considered in determining the type of road surface which is selected, and the allowable cost must be determined by the traffic which is to be borne. Local conditions vary to such an extent that very careful consideration must be given each project before determining the character of type or roads to be built. This principle was recently expressed to a chamber of commerce asking for information in the following language: "Types of highways should not be specified by law. This is a matter to be decided by the State highway department, in which should be lodged full authority both to construct and to maintain. Competition between different types of material should be maintained and selection made to fit traffic requirements in each case. The bureau does not recommend any one type to exclusion of others."

MINISTER'S WORD FOR IT. CAMBRIDGE, Mass., July 5.—"Every one has the right to brew a little bit of beer in his own home. This is his personal freedom and nothing should take this right away from him," declared Rev. Dr. L. G. Landenberg, of St. Louis, speaking before the annual convention of the New Church members here.

JURORS' DECREE LIFE FOR OWLS AT WHITE HOUSE

Findings Handed to Secretary of President Harding.

WASHINGTON, July 5.—The owls shall live. The John Burroughs Club jury appointed by President Harding when visiting the White House some time ago to consider the question says so, and the jury so reported in a memorandum filed by the youngsters with George B. Christian, Jr., the President's secretary. The finding of the jury is based upon the club's investigation and upon hundreds of briefs filed with the American Forestry Association for the club from every section of the country.

These briefs took up every phase of owl values as pest destroyers to their fabled influence on the lives of human beings. Some of the writers called upon President Harding to get rid of the owls at once if there are any in the White House grounds and predicted all kinds of bed luck for his administration. The John Burroughs Club, however, considered only the economic value of the owls, for the question put to them by "Judge" Harding was in regard to birds that preyed on other birds being allowed to live.

The finding of the jury as filed at the White House follows: "In spite of the fact that these birds destroy others of their own ilk, they have to their credit and in defense of their lives the fact that they are of much economic value and have certain other qualities in their favor which are of value to the farmer." "We shall take, for instance, the crow, whose value in lessening the number of harmful insects was so great that for a long time scientists working for the government were unable to say whether his sharp-skinned hawks, who especially the coopers hawk, have brought wrath and hate upon the heads of even the least destructive birds of prey of the country."

"But then can we convict a whole class of God's creatures because a few have been known to slaughter their own kind? Can that inexorable law of nature, the survival of the fittest, which has been since the world began broken by us who owe so much to it, even unto our very existence? Do we put a sentence of death upon all birds because a few have been known to eat domestic animals? We will them if we know they are guilty, but if we destroy the feathered murderer, we must also pass sentence upon the parasite vireo, which endures and saps the life from the sturdy forest tree!"

"Nay, it is not for us to do these things. If it were God's will they should perish, it would be unnecessary for us to pit our puny selves against the countless flocks over our Nation; therefore, we, the John Burroughs Club of Forestry, wish to state to his honor, the President of the United States, sitting as a judge in this case, that these birds should not die, but should be allowed to remain alive in their native haunts, with no legislative sentence hanging, a dread menace, over their heads."

Signed: Harold V. T. Roach, Edward R. Tindell, Esther J. Rogers, Charles Keene Jr., Hamilton Bradley, Dorothy Sheckels, Merrill K. Clementson and James B. Bradley.

Harvard Glee Club at Rheims Cathedral. PARIS, July 5.—The Harvard Glee Club sang yesterday in the war-scarred cathedral at Rheims, after which it was announced that its tour will be extended to include Italy.

Although naturally unemotional, a society audience filling the Salle Gaveau, one of the biggest concert halls in Paris, was swept off its feet by the club's singing of a classic program last week. Among those present were Ambassador and Mrs. Wallace, and Mme. Viviani, wife of the former premier.

KANSAS LACKS RAILROAD CARS FOR ITS WHEAT

Third Straight Summer That Farmers Meet Same Difficulty.

HAVE LESS THAN 10,000

TOPEKA, Kan., July 5.—Kansas farmers are playing in hard luck on their wheat crop again. For three straight years they have gone into a bountiful harvest and then struck a snag when it came to marketing the grain. By July 15 Kansas will be facing a car shortage that is expected to be as severe as any the State has had in its history.

By June 25 there had been every effort made by the State to provide adequate transportation facilities and to see to it that the railroads had plenty of cars for handling the big load.

In April the State public utilities commission called a conference of the railroad managers of the six big wheat roads and asked what they were doing to provide empty cars in storage for the wheat movement. The railroads promised that they would have 21,000 empty cars suitable for grain loading on the sidings in this State by July 1. The railroads assert that they have been literally disappointed. By June 25 there have been less than 10,000 empty cars within the State.

IN BAD CONDITION. The railroad managers assert that the cause for this condition is the large number of bad order cars being returned to them. Every car coming back to its owner from a foreign line seems to be in need of heavy repairs and the railroads have been unable to make these repairs in time to store cars for the wheat. On May 15 there were 478,000 idle cars reported in the entire United States. Kansas railroad officials asserted that less than 175,000 of these idle cars were serviceable. The others were idle, but were in such bad order that they had to go to the shops. The six big Kansas roads show that 12 per cent of the cars they own are in repair shops. They have fewer cars this year than at the same time a year ago. The railroad service reports to the Kansas public utilities commission indicate that June 15 the roads had only 92 per cent of the cars they owned on their own lines, while a year ago they had 97 per cent of their cars.

Everything urges the Kansas farmer to sell his wheat. The market has been on a decline for eight months. The terminal elevators are all empty. The Kansas null elevators and shipping elevators are all empty. The crop is big and the bankers are pressing the farmers for money and wheat is the ready money for Kansas. But when the farmers cannot

get cars, they cannot ship their wheat to market and get the money on it.

THEIR PLINY OF ELEVATOR SPACE.

Kansas has the wheat, around 110,000,000 bushels of it, and the elevators and mills have the space, but there is no way to get the wheat and the space together. By July 15 the empty cars now in Kansas will have been exhausted, and from then on, unless something unusual happens, the farmers will be stuck with their wheat on hand and no way to ship it.

Eastern folks do not understand the tragedy of the Kansas farmer when a car shortage impends. Wheat is the one big cash item in the farmer's life. He feeds all other grain and most of other products, but the wheat he sells for ready money. When a car shortage comes along and he has a few thousand bushels of wheat in bins and piled on the ground and unable to get cars for shipment, it is a tragedy to the entire family.

On the promise of the railroads to store 21,000 cars, Kansas bankers have been counting. This would be sufficient to take care of the wheat loadings until about Aug. 5. By that time the early loads would have reached the terminals and the empty cars be back in Kansas. The bankers announced some time ago that if the railroads were able to store the 21,000 cars, Kansas would liquidate \$350,000,000 worth of farm paper before Sept. 1. This would have been of considerable financial aid to the banks throughout this section of the country and indirectly in other sections. If the wheat movement could be steady for four months, 80,000,000 bushels of wheat would have been marketed and that much additional farm credits cleaned up, and the farmers would have money to buy things they need and some luxuries. It would help business all around in Kansas. But the railroads were unable to get sufficient cars and the farmers are facing a serious car shortage as ever struck the State.

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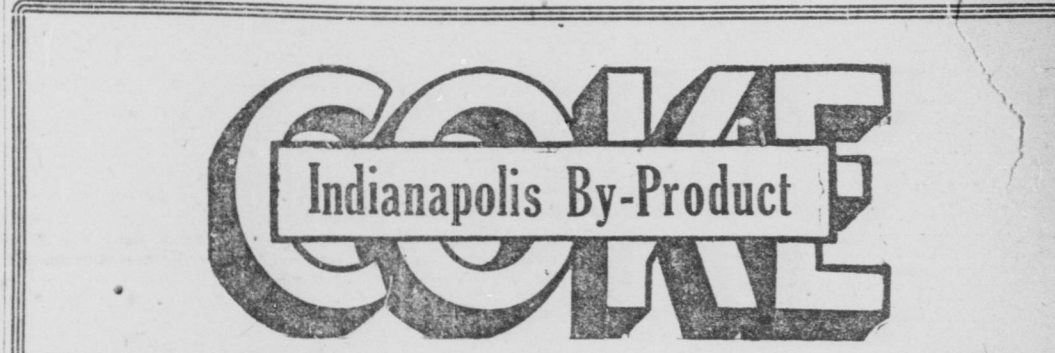
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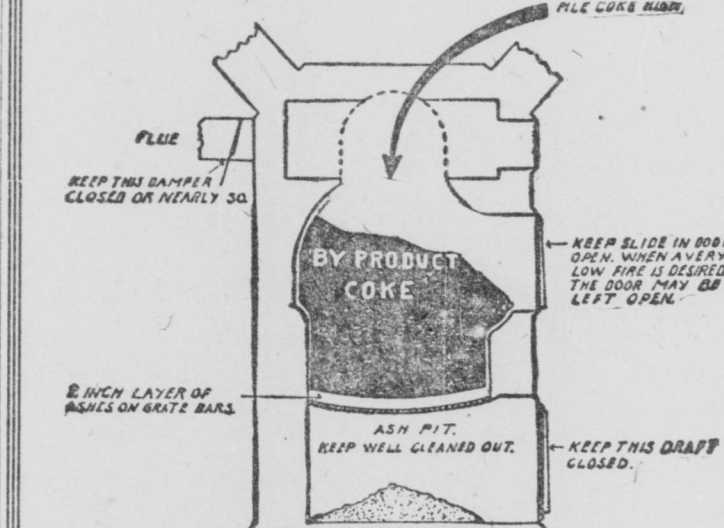
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