

MAY 29, 1922.

1922 TO BE BIG BUILDING YEAR

All Indications Point to Record Season, Contractor Says.

Record-breaking construction work which started in Indianapolis last year is still continuing and there is every reason to believe that the season of 1922 will be the most prosperous and largest ever known in Indianapolis according to Walter W. Wise, building contractor.

"The indications are there that there has been a marked reduction in the price of building material," Mr. Wise said. "In some instances this reduction amounted to as much as 30 per cent. It averaged considerable more than 10 per cent. With the great demand for material and the rapidly increasing amount of building activity, some progress is to be expected.

It seems certain that there will be some reaction in price, in fact to my mind it is inevitable, therefore, I consider the present time as ideal for building of any structure.

Some persons have come to realize that conditions right now are ideal for home-building, or for any other kind, and the wiser among them have not been slow to take advantage of this advantageous situation. The increased efficiency of the both local and community has tended to bring about a reduction of building costs and has been a very important factor in bringing this situation about. During the World War the young manhood of the Nation was under arms; the entire strength of the country was concentrated in the war industries and put into the vital work of producing war materials.

"For the first time since that upheaval conditions are as favorable as they were before the war. It certainly looks to me as if this were the ideal time to begin a building operation of any character or design."

"Our own experience recently has convinced us that there is a resumption of building activity now under way on a scale unprecedented in this history of Indianapolis. During the winter and early spring we completed a number of important buildings, remodeled the Post Laundry with a front of unique and attractive design in terra cotta, and did a large amount of work on the St. Marks Lutheran Church at Prospect and Linden streets.

"This is only a small part of the work we have done and there is a great amount still to be accomplished. This convinced me beyond any question that 1922 is to be the Biggest building year on record."

HUGE FLEET TO GET TRADE OF RUSSIANS

(Continued from Page One.)

and barges bearing the Stinnes name. This, in spite of the fact that under the peace terms a large number of German river craft were surrendered to France and Belgium.

BUYS OF CAN SHIPPI

But important and money making as these river lines are for Stinnes, he long ago began to turn his attention to the great shipping lines of German Africa. During the first half of the war he bought a large block of stock in the German East African and the Woermann Lines. Later he obtained a big interest in the Deutsche Werft, a concern of Hamburg which builds ships. Another which fell into his all-embracing net was the Hamburg American Steamship Company, which is not only interested in shipping, but owns hotels in Hamburg, Berlin and Frankfurt on the Main. Furthermore, it is interested in German seaports like Travemünde, and has vessels that carry excursionists there. At Flensburg, Stinnes has a company whose swift small ships ply the Baltic.

While the Hamburg lines formed the Hugo Stinnes lines and this new concern was the cause of one of the deepest humiliations of his business career, Stinnes owned a considerable block of stock in the once great Hamburg-American Steamship Company, and was made a director. The concern, beginning to recuperate from the paralysis caused by the war, and the fact that it had the best ships, was preparing to resume active steamship service between Hamburg and South America. The latter has always been a favorite field for German exploitation, and German business firms have many friends there.

STINNES IS HUMILIATED.

Imagine the surprise of the managing directors, therefore, when one fine morning as they sipped their coffee and perused the Hamburg papers, their eyes were claimed by a startling advertisement in which the Hugo Stinnes lines announced the inauguration of a regular service between Hamburg and Buenos Aires.

It was a fellow director to steal a march on them like that wasn't considered "clubby." There was an immediate conclave and Stinnes, the billionaire in German marks, was flung out on his ear. Not, of course, literally and physically. But his name ceased to adorn the board of directors of the Hapag, as the great shipping company is known all over Germany. Stinnes, however, was allowed to be advertised and pushed his South American lines more than ever and he immediately took some of his ever-ready cash and invested it in the North German Lloyd, the great Bremen rival of Hamburg.

It was in connection with his shipping interest that Stinnes got some of the money he used to buy up the German river ships.

These were built for him three or four years ago.

Stinnes decided to name them the Ludendorff, Hindenburg and Tirpitz.

As the representatives of Germany were then conferring with the allies, the latter took this action of Stinnes as a good sign that Germany was still Kaiserlich, militaristic and unrepentant. Inside Germany many of the Socialist leaders went after Stinnes with a sharp stick.

The whole world was surprised by him immediately.

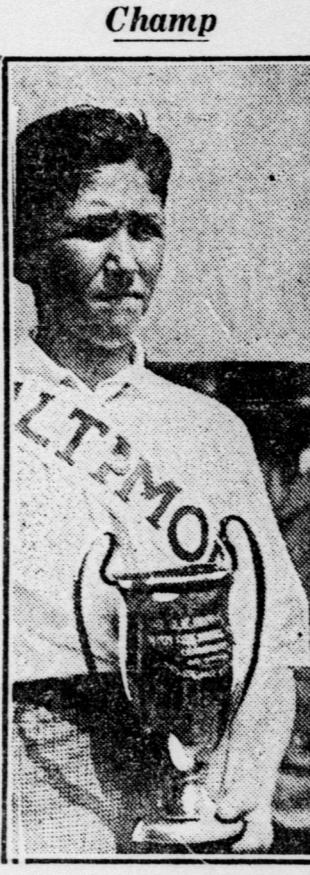
A few months later, however, he had chosen the offensive names for his ships thinking of the men who bore them as persons whom Germany once idolized and imagining the people still did so. When he realized his error, it was too late.

But that about the only mistake that can be charged up to Stinnes in the shipping field. One of his first acts was to plan two fleets of ships. One is to consist of 12,000 tonners and the other of 3,000 tonners. His experts have advised him that 12,000 ton ships are not only much cheaper than the titanic vessels, are not only run more economically, but ton for ton will perhaps earn more money and give better service than the huge floating hotels.

HAS EYE ON RUSSIA.

The Stinnes 3,000-ton ships are being built for a specific purpose. Stinnes, like every wideawake German business man, has eyes on Russia. He has had not very far off, he expects that this immense country to be opened once more to the commerce of the world. With the almost total breakdown and ruin of the Russian railways, the main means of transport of goods to and from Russia, he is well aware that Stinnes has an entire department of his service branch here in Berlin devoted to the study of Russia. They are experts on Russia.

Only recently the director of this department made a personal visit and reported to his chief that the results of war, blockade and hunger have put Russian harbors into a terrible state. The big freight ships that America and England have will probably not be able to negotiate those harbors. But where they fall, the Stinnes 3,000-tonners will



Highways and By-Ways of Lil' Ol' New York

By RAYMOND CARROLL

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NEW YORK, May 29.—The average for last year for strangers arriving in New York City was 125,000 a day, or the equivalent of the entire population of Springfield, Mass., or a Des Moines, Iowa. Local statisticians, by adding in the computers, speed up the daily average to 125,000 a day, and 125,000 is ample even for the metropolis, as it represents eighty-seven visitors every minute who are plumbled with questions and have to be told where to eat, what are the best shows and shops, and just how to get anywhere.

New York is such a shifting, changing, ever-shifting town that the number of visitors is quite enough to make a "click" out of Father Kniekerbocker himself.

Scarcely a day passes in the life of any man who has so much as a seat on a park bench in the big town, but he is called upon to set some newcomer right upon a point of interest, and the most wretched guess is, "which is east and which is west?"

There are people arriving who still want to know about the Bowery and Eden Musse, Koster and Bial's and the Hoffman House, places they haunited on a last previous visit. It is almost a tragedy to tell them the Bowery is not longer wicked, Eden Musse and Koster and Bial's are dead, and the Hoffman

House is a safe home remedy for the film Kings. It was necessary to next visit the restaurant of a Broadway hotel in the Roaring Forties, where interested speed at once in the front door of about 200 pounds, with a big head, wearing eye glasses.

—Lewis J. Selznick, regarded as the "stormy petrel" of film business, and probably the most picturesque of the magazines. Mr. Selznick was once an optician. He has three sons and several brothers associated with him—Selznick Bros. They have magnificent offices at 729 Seventh Avenue.

At a nearby table we met another heavy set man, but more athletic who may be a bantam, and a blonde hair, Norma Talmadge's husband, Joseph M. Schenck, and only a few years back proprietor of a Third Avenue drug store.

Mr. Schenck has not quite mastered perfect English, but he gets out his thoughts and is worth millions. Besides Norma Talmadge, Mr. Schenck looks after the interests of other film stars—Cooper and Natalie—and he is very glad the Talmadge family moved to Brooklyn from Niagara Falls.

In another part of the restaurant was a smiling, elderly, wizened little man, running and earnestly talking with a tall, gray-haired man, respectively, Carl Laemmle, head of the Universal Film Manufacturing Company, and his partner.

Mr. Laemmle has not quite mastered

perfect English, but he gets out his thoughts and is worth millions. Besides

Norma Talmadge, Mr. Schenck looks after the interests of other film stars—Cooper and Natalie—and he is very glad the Talmadge family moved to Brooklyn from Niagara Falls.

He is a family man. Although

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