

ARBITRATION IS FAVORED BY TRADE DISPUTES

United States Chamber of Commerce Proposes Plan to End Wrangling.

Special to Indiana Daily Times and Philadelphia Record. WASHINGTON, May 28.—Settlement of commercial disputes by means of arbitration is provided in a plan devised by the United States Chamber of Commerce and made public today.

As sent to all member organizations, the proposal carries suggestions for setting up arbitration machinery for settlement of the services which the national chamber can render to organizations in matters supplemental to their own efforts, both in domestic and foreign commerce. Arbitration, under the arrangement proposed, would consist of settlement of local controversies by local commercial bodies; of settlement of disputes within an industry by trade associations, and of the handling by the national chamber of cases that do not fall within local or trade jurisdiction. The national chamber already has provided machinery for handling disputes that may come to it.

The plan provides, aside from arbitration, for the use of good offices on the part of business organizations as a means of settling differences wherever possible by conciliation without resort to arbitration. A statement which goes with the plan points out that in the United States new commodities valued at billions of dollars are bought and sold every year under contracts which provide that differences are to be arbitrated. Exchanges that have trading floors usually require that disputes be settled by arbitration. Trade associations, too, have frequently set up rules for arbitration of disputes among their members, and some local commercial bodies already are operating agencies of arbitration. Attention is called, however, to the fact that there is the opportunity for trade associations and local chambers as well as extend their efforts in this direction.

FANS GATHER FOR ANNUAL 500-MILE RACE

(Continued From Page One.)

six, and possibly as many as twenty-nine, cars will be in the line-up when the starting gun goes booming into the air at 10 o'clock Tuesday morning, and this list comprises the very cream of the speed creators of America and four cars from Europe, the two French Ballots and Peugeot and the sturdy British Bentley, the last a newcomer to American tracks. That the old De Palma record of 50.84 miles an hour, made back in 1915, is bound to fall soon to be a foregone conclusion unless the motor men who were involved in its rescue at the last minute. Last year it barely escaped annihilation, and at that time seven cars ran their qualifying four laps at an average of fifty miles an hour or better. This year thirteen cars did the trick, and there is no question but that at least eighteen are capable of 98 miles an hour if they care to show that much.

Among the drivers there are the veterans of bygone races and a flock of new comers ambitious to drive the old-timers.

FORMER WINNERS.

1911—Ray Harroun, Marmon.....	74.59
1912—Joe Dawson, National.....	78.72
1913—James Goux, Peugeot.....	79.92
1914—Eugene Thomas, Marmon.....	82.47
1915—Ralph De Palma, Mercedes.....	80.84
1916—Dario Resta, Peugeot.....	83.28
1917—Howard Wilcox, Peugeot.....	88.00
1918—Tommy Milton, Frontenac.....	88.50
1919—Gaston Chevrolet, Frontenac.....	89.02

to the rear. Of the old guard there are De Palma, Wilcox, Goux and winners of years gone by, and newcomers, such as Durant and Alley. Then there are Peter De Paolo, nephew of the great De Palma, who after two years of riding with Ralph in the mechanical seat, is now out on his own; Harry Hartz, Leon Durr, all making their appearance for the first time and landing in the first ten places. Midway between the old guard and the brand new boys are days Murphy, James Ellingboe, Jerry Wondertlich, Tommy Milton, who won last year, Ora Halbe, Red Fetterman and Joe Thomas.

Just what this race will bring forth is beyond the power of prophecy, and passes into the realm of clairvoyance and guess work, but it at least seems certain it is going to be a battle between the cool, conservative element, which believes the race is to be won by steady, heady driving at a pre-determined rate set for each car according to the notion of its owner or driver, and the "burn-up boys" who are going to bring in a mad rush for the lead and the lap prize money and trust to luck, providence and their motors to hold up for 500 miles.

Which theory will win out in the long run remains to be seen, but it is the general consensus of opinion among all drivers and all crews that the first half of the race is going to be run at a terrific pace. What will occur after that no one even attempts to hazard a guess. It is this battle of the conservatives and the "burn-up boys" which will put a lot of kick in the contest, and make it in all probability the greatest of all the Speedway races.

One of the great thrills of the Indianapolis race is the marked individuality of each contest. No two have been alike, and in most instances there have been one or two outstanding figures in each one, and these figures not always have been those of the winner.

FIRST RACE WAS "RIOT."

The first race in 1911 was a wild scramble. It was the first contest of this length and no one knew what the cars or the drivers could do under a 500-mile strain. Practically every one estimated the speed necessary to win at anywhere from sixty-five to seventy miles. A few wild-eyed visionaries set the figure at seventy-five and were razed for weeks before hand. The race started off in a lady-like manner as far as speed was concerned and all went well until little Cyrus Patzke went in as relief driver on the winning Marmon. Hardly known previously, he took the wheel and cut out a pace that brought every one to their feet. He showed that speed far above the seventy-five-mile mark was possible, and although he drove only as a relief man, the younger men came out of the race the real hero of the day.

In 1912 it was Ralph De Palma who proved that while to the victors belong the spoils, the glory and romance frequently go to the losers. Ralph led the field almost from the start to within a little more than three miles of the finish and then, with a twelve-mile lead, his motor died and he rolled the car slowly to the pits while Joe Dawson whirled by time after time and flashed home a winner.

But the greatness of De Palma in the hour of his defeat with only three miles standing between him and \$20,000 and victory, never will be forgotten by those who saw him wheeling the car of dead hopes down the track with a smile that was the same smile he wore three years later when he crashed through to victory with a record that has stood to this day. And so it has come, every race a race to itself, with different thrills, and different points of dramatic interest, but each contest has had its thrill, each its drama, and it is this marked individuality, the frequent development of the unexpected which makes the race the great event of the year.

A world of progress has been made in automotive engineering since that first race was run twelve years ago, with

Nation Must Remember Its Greatness Is Due to the Heritage From the Dead

BY THE VISITOR.

Calling upon Americans "to remember that our greatness is primarily our heritage from the dead," the Rev. Horace A. Sprague of the Hall Place Methodist Episcopal Church yesterday in his Memorial sermon drove home the lesson of the danger in forgetting the great work of those heroes of conflict and of life who are no longer with us.

Taking as his subject, "Let Us Forget," the Rev. Mr. Sprague preached a sermon filled with real Americanism and called upon citizens to not forget the real meaning of Memorial day.

"We are the wealthiest people on earth today, and this is a time when wealth means power," he said. "Hence we hold the place of supreme greatness among the nations, and if this statement is questioned, witness the effect of our absence from the German meeting at Genoa in results, compared with the conference at Washington. There can be no reasonable doubt concerning our greatness and importance just now."

Then driving home the point of his sermon, the Rev. Mr. Sprague said: "But we need to remember that our greatness is primarily our heritage from the dead. The men who have lived, and fought and died for certain principles upon which they founded their faith, and builded their lives, and which principles have determined the character of our government, have not merely men and women who have fought and died in battle on the field or the sea, but countless thousands who have glowed with the light of great vision and longing and have been content to labor in the years when only God and a few near ones really knew what their efforts were. Those who in home and factory, on farm and road have given their lives to submerge a small part of the wilderness of unrighteousness and to clear the way for the people who must furnish leadership for the world. These principles for which they fought were always the principles of strict righteousness, as may be seen in the events and issues of their lives. Principles of personal, political and religious liberty."

TAKES PILGRIM PATHS AS AN EXAMPLE IN HISTORY.

In illustrating his remarks, he said: "Let us begin with that group of pilgrims who became known as the Pilgrims Fathers, because they were in pilgrimage, seeking a city which is to come, and in the mean time so filled with the ideals of heavenly citizenship that they willingly forego home and country to journey even unto this land of wilderness and savages, bringing their women with them. Women of refinement and high courage, well fitted to make homes, and to rear children, and to train youth and thus to build a nation where God is served and righteousness prevails."

"And that same principles were involved in 1776, when the colonists were compelled by Britain's oppression to fight for their liberty, contending that 'taxation without representation' was unjust and contrary to the laws of God and of man. Likewise in 1861 the conscience of the liberty-loving men of the nation could no longer endure the stain and curse of

slavery and again we fought that liberty might be the common heritage of all within our borders, no matter what the race or color. So in 1918 when the cry of an outraged world rose in its power until at last we heard and understood that again liberty was threatened, we fought, and fought this time that for all the world the principles of righteous government and liberty might be assured. So in each case we were fighting for righteousness as a principle of our very life, and in each instance we, as a Nation, were called to remember that after each of these wars we were a greater people, a stronger Nation than ever before. And this is the fulfillment of the word of God as we have given to you in the text, for, indeed, righteousness exalteth a nation."

WARNS PEOPLE TO TAKE LESSON FROM TEXT.

Referring to the text of his sermon, "Righteousness exalteth a nation, but sin is a reproach to any people," he said: "But let us not forget, the text continues, and says, 'But sin is a reproach to any people.' The sin that we are guilty of is the sin of forgetting the men who have lived, and fought and died for certain principles upon which they founded their faith, and builded their lives, and which principles have determined the character of our government, have not merely men and women who have fought and died in battle on the field or the sea, but countless thousands who have glowed with the light of great vision and longing and have been content to labor in the years when only God and a few near ones really knew what their efforts were. Those who in home and factory, on farm and road have given their lives to submerge a small part of the wilderness of unrighteousness and to clear the way for the people who must furnish leadership for the world. These principles for which they fought were always the principles of strict righteousness, as may be seen in the events and issues of their lives. Principles of personal, political and religious liberty."

"And now we arrive at that place where we must indeed remember that we owe much to those who marked before us a pathway so clear and plain that we have had little to consider about direction or manner of going, but how the world looks unto us, let us remember that one slight misstep means perhaps ruin. In a moment we could be dashed from our pinnacle of greatness unto the dust of despair and ruin."

"It is with this need to remember that we come now to Memorial day, one apart for just that purpose, to remember. For retrospection and meditative consideration of the past, and those who have made possible the present. Yet there is much need that we remember, all this lost we forget whence came our greatness; by whom and how. "You ask if there is any danger that we do this unthinkable thing? Could it be possible for us to forget those and their labors and sacrifices which made all that we are and have possible today? Yes! even the dead consider that it is possible for us to forget, and from them comes admonition against the very thing of which we speak, hear Colonel

McCray, as he speaks in his little poem, 'In Flanders Fields.'

"We are the dead. Short days ago We lived, felt dawn, saw sunset glow, Loved and were loved, and now we lie, In Flanders fields."

"Take up our quarrel with the foe: To you from falling walls of stone We shall not sleep, tho' poppies grow In Flanders fields."

"Can it be that even as those men gave their all for the things which have made us what we are, that they were considering other things to come when we or our children were to have the fruits of liberty and righteousness to fall from our slack hands and the darkness of sin and shame to come unto earth?"

"Or think of that soul-stirring, seething verse of Alfred Noyes, 'The Soldier's Last Journey,' when the soldier's last journey there are many who live in extravagant luxury, feeding rare horses and pet dogs enough to supply the needs of every starving child; yet consider the soldier's last journey, the luxury, the selfishness of the times; think of the employment situation brought about because men were unwilling to work under certain conditions and also because there was such a great amount of suspicion and such a great lack of confidence among capitalists and operators; or think of the disheartening things which have surrounded the memorial which we have wanted to erect unto those who gave all for us."

The pastor concluded his sermon by stating:

"Then consider the text, 'Righteousness exalteth a nation; but sin is a reproach to any people; and let us beware lest we strive in a vain human attempt to evade the responsibility which we have of God and we shall pay as did Kipling for his own nation:

"Lo, all our pomp of yesterday Is one with that old, old story. Judge of the nations, spare us yet; Lest we forget, lest we forget!"

He wrote:

"I am in receipt of your communication of recent date informing me as to the action of the Newton County Woman's Christian Temperance Union in reference to the appointment of Harry Drake as prohibition enforcement officer."

"In reply permit me to say that I had nothing whatever to do with recommending or appointing Mr. Drake. It is an appointment, I am informed, was made by Mr. Bert Morgan, prohibition enforcement officer of Indianapolis. If you have not done so, I would suggest that you file a copy of your protest with that officer."

"He assured I am in sympathy with you and all others who are desirous of seeing this law enforced."

"With best wishes, I am, Yours very truly,

"WILL R. WOOD."

Mr. Lyons and Miss Bush, to whom copies of the resolution also were sent, failed to reply. Mr. Lyons, who returned to Brook after the Republican State convention, was asked about the matter.

"I did not seek the appointment of Mr. Drake," he said, "because I thought Newton County had sufficient political preference."

Now all has changed, and it will change again until the perfection of 1922 becomes ridiculous, blundering, laughable in the light of 1922. It is this process of constant change which brings to us the Indianapolis year after year the throngs of Speedway spectators.

But getting back to the race of 1922. The race should be the fastest, the best on record. Tuesday afternoon at about 1 o'clock it will be mighty easy to see why the winner put it over, but right to day on all pre-race dope available it never was so hard to pick a winner or to narrow the field down to five or ten most likely prospective victors.

Following are the 1922 entries in the 500-mile race:

Position, Car, Driver, Qualifying

1. Murphy Special (Murphy).....100.5

2. Duessenberg (Hartz).....90.99

3. Duessenberg (De Palma).....90.55

SECOND ROW.

4. Frontenac (Durr).....90.25

5. Frontenac (Mulford).....90.2

6. Frontenac (Sawyer).....89

THIRD ROW.

7. Duessenberg (Wondertlich).....97.75

8. Leach Special (Elliot).....97.75

9. Distel Duessenberg (Vall).....96.75

FOURTH ROW.

10. Frontenac (De Palma).....90.2

11. Durant Special (Durant).....90.83

12. Monroe (Alley).....94.05

FIFTH ROW.

13. Duessenberg (Fetterman).....90.25

14. Duessenberg (Halbe).....92.9

15. Monroe (Corm).....89.65

SIXTH ROW.

16. Frontenac (Baker).....89.6

17. Duessenberg (Thomas).....88.8

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19. Bentley (Hawkes).....81.9

20. Duessenberg (Blingboe).....83.9

21. Fronty-Ford (Howard).....83.9

EIGHTH ROW.

22. Ballot (Gonzalez).....95.95

23. Ballot (Hearne).....95.6

24. Leach Special (Milton).....97.45

NINTH ROW.

25. Frontenac (Klein).....97.15

26. Peugeot (Wilson).....96.4

Three cars which will be given chances to qualify today are Beutz (Gardner); Fronty-Ford (Curtner) and D'Wahr (Davidson).

EVICT NAPOLEON'S KIN.

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BURGLARS MAKE ESCAPE AFTER TWO ROBBERIES

Take Valuable Property and Leave No Clue for Police to Follow.

Loat valued at more than \$1,500 was taken from the home of Benjamin Ruthchild, 2121 North Talbott avenue, by burglars who operated between 7 p. m. and 11:30 p. m. yesterday and today detectives admit they have no clue as to the identity of the thieves.

The entire house was ransacked. The burglars selected the articles of real value which were easily carried.

Mrs. Ruthchild told the police that her husband was away from home. She took other articles missing were: Two small watches and chains worth \$150, a man's watch valued at \$60, two boxes of silverware worth \$48, and two diamond earrings \$150 value.

From the room of Mark Barush, who lives at the Ruthchild home, the burglars took ten silk shirts valued at \$80, a pair of trousers \$4, and a seventeen graphophone records valued at \$20. The burglars entered by way of the kitchen window.