

ARBITRATION IS FAVORED TO END TRADE DISPUTES

United States Chamber of Commerce Proposes Plan to End Wrangling.

Special to Indiana Daily Times and Philadelphia Public Ledger
WASHINGTON, May 28.—Development of commercial disputes by means of arbitration is favored 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 and a statement of the services which the national chamber can render to organizations that are prepared to make 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 the jurisdiction of the state national chamber.

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, such as the New York Stock Exchange, the Commodity Exchange, and the like, have frequently set up rules for arbitration of disputes among their members, and some local commercial bodies already are operating systems 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-five, will be in the field, the starting horns being hurled into the air at 10 o'clock Tuesday morning, and this list comprises the very cream of the speed creations 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. The old De Palma, rated at \$84,000, will be in the field. In 1915, it is believed to fall seems to be a foregone conclusion unless the weather man rushes to 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 95 miles an hour or better. This year, three cars are in the race, and there is a question but that at least eight are capable of 95 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. Av. Speed.
1911—Ray Harroun, Marion.....100.5
1912—Joe Dawson, Indianapolis.....78.72
1913—Julie Goux, Peugeot.....70.02
1914—Kenee Thomas, Delage.....82.47
1915—Ralph De Palma, Mercedes.....90.84
1916—Dario Resta, Peugeot.....83.26
1919—“Howdy” Wilcox, Peugeot.....88.06
1920—Gastor, Chevrolet, Frontenac.....88.50
1921—Tommy Milton, Frontenac.....89.02

to the rear. Of the old guard there are De Palma, Wilcox, Goux and winners of years gone by, and Hearne, Muirfield, Duran and Alley. Then there are Peter De Paolo, nephew of the great De Palma, who after two years of riding with Ralph in the mechanician's seat, is now out on his own; Harry Hartz, Leon Donny, all the old timers, and the like.

Just what this race will bring forth is beyond the power of prophecy and passes the realm of chance. It may be 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 set for each car according to the notion of its owner or driver, and the “turn-em-up boys” who are going out in a mad rush for the lead and the prime money and trust to luck, prudence 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 torrid pace. Whether the race will be won or one even attempts to hazard a bunch.

It is this battle of the conservatives and the “turn-em-up boys” which will put a lot of kick in the contest, and make it all probability the greatest of all the Speedway races.

One of the great thrills of the Indianapolis race is the marked individuality of the contestants. Not only are there 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 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 the race started. The race started off in a lady-like manner, as far as speed was concerned and all went well until Little Cyrus Patske went in as relief driver on the winning Marmon Wasp. 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 average was possible, and although he drove only as a relief man, the younger 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, then with a two-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 gameness of De Palma in the hour of his defeat with only three miles standing between him and \$30,000 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 lead of 100 miles.

And so it has come down to this day. And as it has come down to this day, 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 it is.

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, “Lest We 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 chosen 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 Geneva meeting as measured in results, compared with the conference at Washington. There can be no reasonable doubt that our nation is a great nation, but 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, such as the New York Stock Exchange, the Commodity Exchange, and the like, have frequently set up rules for arbitration of disputes among their members, and some local commercial bodies already are operating systems 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.

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. Those who have lived, and fought and died for certain principles upon which they founded their faith, and which have become the pillars of our Government. 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 men truly knew that they were the chosen people. The Pilgrims became narrow, autocratic and witches and others who were not strictly conforming to the standard of the settlement, were persecuted and driven from the country and when it became a nation with our own Government we refused to grant to all men liberty, but because of financial reasons we kept the African in slavery; so the Unionists allowed carpet-baggers and camp-followers to come to the country, and when the Civil War came into our midst, and sin brought its attendant reproach, for not many people cared to come to live among such strict people as the Pilgrims had become, and the colonies were left so few in number as to always demand the services of Indians. Civil War came upon us as a result of human slavery; long years of suspicion followed those times of stress, and not yet are all the scars healed between the North and the South. So God's word is proven to be immutable always it holds unchanged.”

“It is in this that we must indeed remember that we are to the world a nation, 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 now the world looks unto us, let us remember that we are the chosen people.”

In a moment we could be dashed from our pinnacle of greatness unto the chasm of despair and ruin.

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