

The Indianapolis Times

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Be thou exalted, O God, above the heavens; and thy glory
above all the earth.—*Psalm 108:5*

The Frozen-Faced Laugh

IT is history that President Harding did try to settle the railroad strike and avert a threatened national calamity. It is history that he submitted to both sides terms of settlement which he believed to be fair. It is history that the railroad unions accepted the President's peace terms and that the railroad executives turned them down.

Now comes Attorney General Daugherty, searchlight in hand, to throw more light on history. He says the President believed he had assurances from both sides that his terms would be accepted.

The remarks of the Attorney General, in applying to a Federal district judge at Chicago for a startling injunction against the railroad unions, are found in the Congressional Record of Sept. 1—put there by Senator Watson of Indiana. Attorney General Daugherty said to the court:

"No man, officially or unofficially, in undertaking to bring about an adjustment which would prevent the necessity for this proceeding or possibly more severe action on the part of the Government, ever displayed a more marvellous patience, a more deep-seated interest or conscientious application to any task than was exhibited by the President of the United States.

"The President at one time, after many conferences with the representatives of both sides, and when he hoped and BELIEVED HE HAD ASSURANCES FROM BOTH SIDES INVOLVED IN THE DISPUTE THAT A CERTAIN PROPOSITION WOULD BE ACCEPTED, made the proposition to the executives of the railroads and the officers of the Federated Shop Crafters which was ultimately REJECTED IN PART BY THE RAILROADS."

Elsewhere in his remarks to the court Attorney General Daugherty said:

"No labor leader or capitalistic leader, no organization or association of any kind or kinds or combination of the same will be permitted by the Government of the United States to laugh in the frozen faces of a famishing people without prompt prosecution and proper punishment."

It is history that the railroads precipitated this strike of shopmen. Its beginning was the closing down of railroad shops and letting the repair work to outside concerns. Railroad executives repeatedly ignored orders of the Railway Labor Board and gave that arm of the Government the frozen-faced laugh. The unions ignored one order—a drastic reduction in wages.

And we have Mr. Daugherty's own testimony to the fact that when the President, after numerous conferences and when he "believed he had assurances from both sides" that "a certain proposition" would be accepted, made that proposition, with the net result that the unions accepted it and the railroad executives rejected it and gave the President the frozen-faced laugh.

It is history that the Attorney General kept hands off and let the coal operators go to a finish with the coal miners—and that the finish was trip to Cleveland by both operators and miners, where they settled their differences—and the coal-consuming public will get the frozen-faced laugh all winter.

In conclusion, Attorney General Daugherty, who told the court that "the Government lays its hand on rich and poor alike," proves it by going after the railroad unions with an injunction bludgeon while the railroad executives smile sweetly on the Attorney General and give everybody else what they gave the President—the frozen-faced laugh.

Casting That First Stone

THE city of Lille has just unveiled a statue by one of France's great sculptors, dedicated to unmarried mothers. Carved below the girl-like figure tightly embracing an infant is this inscription:

"Who has not sinned among ye, let him cast the first stone."

The Man who first uttered those words knew humanity. He knew its weaknesses so surely that even after 1900 years the stones drop from suddenly unnerved fingers when that meaningful quotation is repeated.

For the same reason you probably will not find smug Americans—or your snug American newspapers either—criticising very seriously the sentiment that built the monument at Lille.

Impeachable Offenses?

THE general strike committee of the Eastern railroad shopmen has wired Senator Borah at Washington urging impeachment proceedings against Attorney General Daugherty and Federal Judge Wilkerson of Chicago. Impeachment was asked on the grounds that the strike injunction granted by Judge Wilkerson at the Attorney General's request was in violation of the constitution.

Under the caption "Impeachable Offenses?" the New York World has this to say editorially:

The demand of the striking railroad shopmen for the impeachment of Attorney General Daugherty and Judge Wilkerson is not so ridiculous as some people may regard it.

It is without question an impeachable offense for judicial and executive officers of the United States to proceed officially and with deliberation contrary to law, as was established in the impeachment and conviction of United States Judge Pickering of New Hampshire in 1803. And when Mr. Daugherty sought and Judge Wilkerson granted an injunction restraining strikers "in any manner whatsoever," no matter how peaceful, from "persuading" or "encouraging" men to leave the employment of the railroads or to keep away from them, they were not only proceeding against the plain provisions of Section 20 of the Clayton act, but they were, as charged by this strike committee, invading the constitutional guarantees of freedom of speech and of press and of peaceful assemblage.

When the Attorney General in open court declared a purpose to use the power of the United States Government to prevent the unions from "destroying the open shop" he was declaring a purpose to usurp the legislative power of that Government and make laws and create crimes on his own motion exclusively.

Compared with such talk and such action on the part of Mr. Daugherty and Judge Wilkerson, the charges on which President Andrew Johnson was impeached were trivial. The charges on which Justice Samuel Chase of the United States Supreme Court was impeached were trivial. The charges back of the impeachment of United States District Judge James H. Peck were trivial.

The case against President Johnson was, by and large, merely one of partisan rancor and malice. The offensives in the other cases mentioned rested at best on technical irregularities. But in this case we have high and judicial executive officials of the United States acting not only to set aside the plain provisions of an act of Congress but the protection of the fundamental law of the Nation.

BRAZIL PRESENTS BIG EXPOSITION OF HER PRODUCTS

Largest Display Ever Held
South of Equator Opens
With Formalities.

By United Press

RIO DE JANEIRO, Sept. 8.—The Brazilian Centennial Exposition, said to be the greatest exposition ever held south of the Equator, opened yesterday with formal ceremonies. Participating in the ceremonies were the president of the republic, Dr. Epitácio Pessoa; the municipal prefect, Dr. Carlos Sampaio; Secretary of State, Charles E. Hughes, of the United States; various commissioners of foreign nations and leading Brazilian statesmen and deputies.

At present, any aviator can navigate any sort of craft, whether air-worthy or not, as long as he can get it off the ground. An attempt will be made at the conference to keep this class of airplane, which is held the greatest menace to the development of flying, out of the air. Ninety per cent of accidents, it is said, are due to unairworthy machines.

Meanwhile the aviator is a potential outlaw. If he damages property in a forced landing, injures a passenger, tears up any one's front yard, he can be prosecuted under common law, and there is no aerial law or prerogative to protect him. Airmen, as a result, desire wise and strict laws to protect the public, their foolish and erring brothers, and themselves.

American planes may not fly over Canada as the result of lack of inspection and registration. This drawback to inter-country flying will be set aside if the convention is successful in securing Federal control of civilian flying. Army and Navy fliers are an exception to the Canadian rule, since the Canadian air board has ruled that their record proves rigid training and general efficiency.

Development in commercial flying will be taken up at the congress. A bureau of civil aeronautics will be favored. Aerial transport services last year carried more than 150,000 pounds of parcel freight and 250,000 passengers.

In connection with the congress, a national overland race is scheduled. Pilots from the Army, Navy and civilian life will take part. The Navy has entered eleven seaplanes.

The Pulitzer trophy race is over a triangular course of 180 miles.

The national races are expected to bring out, under strenuous flying conditions, qualities of more than forty recently developed airplanes.

ROYAL FARE

By BERTON BRALEY

G RAPFRUIT and oranges, peaches and plums, Raspberries, pineapples, strawberries too, Apples, grapes, the palate a thrill that becomes something to dream of, to seek and pursue; Blackberries, blueberries, cherries and grapes.

All have their virtues that hold one in fruits of all flavors and colors and shapes—Ah, but the apple is King of them all!

G BEENING and Pippin and Wealthy and snow, Mackintosh, Baldwin and Winesap and King.

Fruit to any one's senses aghast,

Fruit which would stir any poet to sing; Sweetened by sunshine and nourished by rain.

Given a zest by the keen days of fall, Food for the body, the nerves and the brain, Truly the apple is King of them all!

PLEASANT to munch its natural state,

Crushed into apple-sauce, tasty in pies, crushed into cider—oh boy, but it's great.

Neck of the Goda on Olympus would prize.

Baked—it's ambrosia, fried—it is fine,

Given the taste in myriad different ways,

Pass me that apple, I'll eat it nine times.

Best of all fruits that Dame Nature can raise.

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Bracelets

Bracelets worn above the elbow are frequently seen. Those of jade or amber or white ivory are effective worn this way.

APPLE: \$3,000 divided by three would be more like it."

While even \$1,000 a week seems like a fair salary to the average person, Dow Jones financial agency estimates that Henry Ford's income this year will be \$75,000,000, or nearly 1,500 times as much as Valentino.

SILK:

Do you wear silk? Or do you just think it is? American output of artificial silk, mostly from the cellulose of wood pulp, now exceeds 15,000,000 pounds a year. It is a good product, wears like iron, if properly made.

The marvelous little invention, by which a machine duplicates the delicate work of the silkworm, may upset the whole economic system of Japan before many years. Everything in life is changing constantly these days.

READING:

Soldiers in training camps "wore out" 7,000,000 books, says Carl H. Milam, secretary of American Library Association. He thinks that the habit of reading was greatly increased by the war, serious books as well as fiction. This might explain the big sale of works like Wells' "Outline of History," which would have been a little-used headache volume before the war.

Possibility exists that ours is the last big generation for writers. The movie may displace the magazine and novel, especially when movies are broadcasted by wireless.

LEARN A WORD TODAY

Today's word is—MODICUM. It's pronounced—mod-i-cum, with accent on the first syllable.

It means—little; a small quantity; a limited amount or supply.

It comes from—Latin "modicus," moderate; more indirectly from "modus," a measure.

It's used like this—"News that Lenin is again at the helm in Russia is received with a modicum of satisfaction in most quarters, not because he is considered, basically, any less a super-radical than the rest of the Bolsheviks, but because he is deemed more intelligent."

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AIRMEN WILL ASK NEW LAWS AT NATIONAL AERO CONGRESS

By NEA Service

DETROIT, Sept. 8.—"Make America First in the Air."

Federal legislation toward this end will be asked at the second National Aero Congress at Detroit, Oct. 12-14. In connection with the meeting the national air race for the Pulitzer trophy will be held. The Curtiss race will be held here Oct. 7, just preceding opening of the congress.

The United States, officials declare, is without air laws which would safeguard aviation, aid commercial flying and develop aerial transportation. This will be the fault which the airmen will attempt to remedy.

At present, any aviator can navigate any sort of craft, whether air-worthy or not, as long as he can get it off the ground. An attempt will be made at the conference to keep this class of airplane, which is held the greatest menace to the development of flying, out of the air. Ninety per cent of accidents, it is said, are due to unairworthy machines.

At the present time, the Wadsworth bill, now in the House Committee on Interstate and Foreign Commerce, will be urged for passage. It is said this bill will provide many of the necessary air laws favored by the conference.

Meanwhile the aviator is a potential outlaw. If he damages property in a forced landing, injures a passenger, tears up any one's front yard, he can be prosecuted under common law, and there is no aerial law or prerogative to protect him. Airmen, as a result, desire wise and strict laws to protect the public, their foolish and erring brothers, and themselves.

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