

The Indianapolis Times

Published daily except Sunday by The Indiana Daily Times Company.
35-29 S. Meridian St., Indianapolis.
Member of the Scripps-McKee League of newspapers.
Client of the United Press, United Financial and NEA
Service and member of the Scripps Newspaper Alliance.
Member of the Audit Bureau of Circulation.
Subscription Rates: Indianapolis—Ten Cents a Week. Elsewhere—Twelve Cents a Week.
TELEPHONE—MAIN 3500

And he shall put a new song in my mouth, even praise unto our God; many shall see it and fear, and shall trust in the Lord.—Psalms 40:3.

Wilful Wilhelm

FOR a mere bagatelle of \$225,000, Wilhelm, former German Kaiser, consents to tell his version of modern history. Wilhelm's "Memoirs," as they are called, might better have been styled "Me—and the world."

The memoirs give an insight into the mind of the erstwhile war lord of Europe. Wilhelm, the fallen, is the same psychological curiosity after his Humpty-Dumpty that he was in his palmy days when it was "Me and Gott."

Wilhelm tells how he, as a royal stripling, recognized easily and at once the flaws in the policies of Bismarck and the founders of the German Empire.

Bismarck, for instance, wanted to confine German military activities to an army. Not so Wilhelm. He wanted a navy, to humble England. When Wilhelm became Emperor, he fired Bismarck, and built that navy. Wilhelm naively avoids connecting this naval whim of his with the catastrophe that unthroned him and humbled Germany, instead of England.

He tells of the maze of court intrigues by which treaties, wars and maps were made at the whim of the royal cousins presiding over the fortunes of Germans, Russians and British. Peoples do not figure in Wilhelm's story—only monarchs.

He tells how Constantinople was first denied to a Russian Czar because Bismarck disliked him, but later was offered to his successor, who spurned it in an angry moment. That Germany had no right to give away a great Turkish city never entered into the consideration.

Yet Wilhelm repeatedly styles himself a liberal! But you have to hand it to Wilhelm for writing a "best seller." Believe him or not, his story puts much gold into his coffers. And though his royalty be now depreciated, Wilhelm's royalties make him look like a "good provider" to Princess Hermine von Schoenaich-Carolath, his newly betrothed.

A Self-Determined Tree

NEXT time the barber smears bay rum up your nose, perhaps you'll be somewhat mollified to recall that the stuff is no longer a foreign concoction, but American—from the Virgin Island of St. John.

The real interest, however, is in the bay tree itself, which is one of the most stubborn critters on earth. It won't grow in the United States, except as a pampered rarity. And hardly anywhere else. Plant the seeds carefully, in the grandest soil, even of St. John's, and they decline to shoot for you. Try cuttings and they wither and die without a groan.

But let 'em cast their own seed to the winds of St. John and they'll come up thick as grass and grow like weeds.

There's a tree as knows what it wants to do—and goes and does it, by gosh!

St. Johnites squeeze the oil from the bay leaves. One drop of oil to 500 drops of white rum, or alcohol—that's bay rum.

Undermining the Federal Courts

THE New York World, speaking of injunction and contempt proceedings, has this to say editorially:

"When Attorney General Daugherty excuses the regulation of industrial affairs by injunction and contempt of court as 'the mildest form of governmental regulation, the most humane and the most charitable,' he reveals a dangerous ignorance of the character and function of the Federal courts. The courts are the most rigid and least responsible branch of the Federal machinery. Their business is to interpret law, not to make it or administer it; yet when they are called upon to settle wage controversies by enjoining parties to the conflict, they must, in effect, write new statutes of their own and enforce them through an extension of their own authority.

"The courts are not fitted to determine industrial disputes; they cannot mediate or conciliate; there is no allowance for give and take in their make-up. They can only state decisions and issue fiat, and neither labor nor capital is amenable to such methods. Because their direct intervention is both futile and unpopular, it would be certain, if carried out along the lines laid down by Mr. Daugherty, to destroy their influence and in the end strip them of legitimate powers. This outcome was foreseen in England after the Taff Vale case, when all industrial authority was taken from the courts and returned to Parliament, where it belongs.

"Mr. Daugherty probably thinks he is adding to the power of the Federal judiciary in laying on it the burden of economic adjustments which should be borne by Congress and the executive. He is, in fact, setting it up as a target for destructive criticism. So far as the stability of the courts is concerned, this 'mildest form of governmental regulation' is unquestionably the worst of all."

Road Exists Over Which Stones for Pyramids Were Transported

You can get an answer to any question of fact or information by writing to the Indianapolis Times, Washington Bureau, 1322 New York Ave., Washington, D. C., enclosing 2 cents in stamps. Medical, legal and travel advice will not be given. Unpublished letters will not be answered, but all letters are confidential and receive personal replies.—EDITOR.

Q.—Where did the stones used to build the Pyramids of Egypt come from?

A.—They were cut from the Mokattam and Tura Hills on the opposite side of the Nile. Traces of the road by which the stones were brought down are still visible.

Q.—When were Herculaneum and Pompeii destroyed? Have many treasures been found in the ruins of Pompeii?

A.—These cities were destroyed 79 A. D. For the most part the inhabitants of Pompeii escaped, carrying their valuables with them. There have been, however, a few exceptions to this; one house has been discovered recently, the house of Vettii, evidently a home of wealth, with all of its equipment; there is, too, the Temple of Venus Pompeiana, where there are the remains of a number of fugitives carrying valuables, jewels, etc., who were attempting flight in the direction of Stabiae and were blocked by ruins or landed boats. The

COTTON TEXTILE SCEPTER PASSING TO SOUTHLAND

Dixie Progress Battering Down Tariff Protected Industries of New England.

By W. H. PORTERFIELD.

BOSTON, Sept. 29.—For generations, the great New England textile industry has been a part of it against the German masses?

To what extent has the establishment of a German republic created a sympathy for the German people among Americans?

To find answers to these questions Baron Edmund von Thernann, German charge d'affaires, has set out on a tour that will take him to the Pacific coast and back, with visits in St.

But today, if New England supremacy in this vast industry is to survive, an equally high tariff wall must be built against South Carolina, Alabama, Georgia and Tennessee!

This, of course, is impossible. Hence the almost universal admission in New England that the cotton textile sceptor is passing from this region.

In the decade from 1910 to 1920, the number of spindles in New England in New England increased 78 per cent. In the same period the increase in the Southern States was 213 per cent! In the past two years the lead of the South has been even more pronounced.

The result is inevitable. The South has cheaper labor, raw material at hand, cheaper living costs, shorter transportation hauls—very thing, in fact, needed to make the South the greatest cotton manufacturing center of the world.

THE REFEREE

By ALBERT APPLE.

Two hundred and eighty-two years ago this month, in the year 1640, wheat sold in England for the equivalent of \$1.14 a bushel in modern American money. Compare with the price of wheat today, then pass the word on to the wise boy who says "prices may drop but they never go back to where they were."

To verify this and other low prices of 1640, read the reports written by Lord Chief Justice Hales after his researches.

COLD Eskimos are the happiest people in the world, says Jot Small, mate of the Bowdoin, MacMillan arctic exploration vessel. This may comfort father when he sadly contemplates his empty coal bin.

"Matey" Small says the Eskimos are happiest because they are absolutely honest. There never was a really happy crook.

FLYING Commercial airplanes in the United States are now covering a mileage of 7,000,000 miles a year and carrying 250,000 people.

Flying, as a business proposition for profit, is being carried on in thirty-four States. Commercial air companies number 125 and are using 1,200 different aircraft.

How much is this accomplishment ahead of the opinion you had formed about the flying situation?

"US"

By BERTON BRALEY

THE race that we belong to, what a strange and motley crowd! Of people meek and lowly, of people high and proud; A multitude of striving souls who seek—they know not what, But who are discontented with whatever is their lot; A bunch of eager runners in a blind and heedless chase, The blunder-headed, dander-headed, so-called human race!

WE gauge and rob each other in the strife for livelihood. We've always mixed in matters we never understood. And when we find a prophet who has vision, sense and brains, We flout him and we stone him and we put him into chains. We have small time for thinking as we go our headlong pace, This muddle-minded, fuddle-minded, silly human race.

YET somehow, by the grace of God we struggle to the light. Although we always do things wrong before we do them right. In spite of cruelty and greed and all unrighteousness, By infinitely slow degrees we rise and we progress. And in ten billion years or so we may attain to grace, This sick and blinded, chicken-minded, stupid human race! Copyright, 1922, NEA Service.



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Sonora
PRIDE OF POSSESSION

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Charles Mayer & Co.
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Established 1840.

HOW MUCH DOES AMERICA STILL HATE GERMAN NATION?

By C. C. LYON
WASHINGTON, Sept. 29.—How much does America still hate Germany?

Was war-time hatred directed wholly against the Kaiser and militarism, or was a part of it against the German masses?

To what extent has the establishment of a German republic created a sympathy for the German people among Americans?

To find answers to these questions Baron Edmund von Thernann, German charge d'affaires, has set out on a tour that will take him to the Pacific coast and back, with visits in St.

But for some years prior to the war he had held political views strangely at variance with his position as a member of the German nobility.

In politics he was "Progressive." While not espousing Socialistic doctrines in their entirety, he maintained friendliest terms with Ebert, Philip Scheidegger and other Socialistic leaders in the Reichstag.

When the Kaiser's government was overthrown the "council of six" of which Ebert was then the leader, called Von Thernann from the army to Berlin and made him an undersecretary of state.

plished. There is nothing of the fantastic in these predictions. Commercial aviation is already a success. Regular lines have been established in many parts of the country, and are operating successfully.

Where thoroughly responsible concerns are doing the flying the accidents are almost unheard of. Reports collected by our organization show that over a period of twelve months 600 commercial aircraft made 130,736 flights, traveling 2,907,245 miles, without a single fatality.

During the last fourteen months the United States air mail service has traveled nearly 2,000,000 miles with only one fatality. Most of the accidents you read about are caused by "gyppies" or "stunters"—and commercial flyers don't stunt. They know that no human pilot is as slick as the law of gravity.

Except for the seaplanes, which can go up or come down wherever there's water, the present chief barrier to the development of commercial aviation is the lack of landing fields.

Consider the situation in New York. An airplane can bring a passenger from Washington to the landing field in Garden City, L. I., in two hours. But it takes another hour to convey the passenger by motor to Wall St.

It should be practical to roof over Grand Central Terminal or other railroad yards with steel girders and glass, thus providing aircraft landing facilities in the heart of the city. I

I say these things from knowledge of what has already been accomplished.

Communities will find nothing of coming to business daily from a distance of 100 miles. San Francisco will be only a day's ride from New York.

The city will project itself into the country, and the country will invade the city—with many advantages to both. Billions of dollars will be added to the rural real estate values of the United States; whole new areas will come in for development, and city congestion will be largely reduced.

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Roofed Over Shipping District Will Be Common Sight as Air Traffic Grows

By CHARLES F. REDDEN,
Board of Governor of the Aeronautical Chamber of Commerce.

NEW YORK, Sept. 29.—Roofed over shipping districts will be common sights in American cities within the next few years.

From those roofs giant airplanes and airships will be flying on railroad like schedules, carrying passengers and freight from city to city.

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BORAH'S IDAHO TRIP PRESAGES PRIMARY FIGHT

Possible Development of New Major Party Looms—Direct System as Keystone.

By CLAYTON WHITEHILL,
United News Staff Correspondent.

WASHINGTON, Sept. 29.—Senator William H. Borah left for Idaho Thursday. His going foreshadowed the possible development of a third party. A Nation-wide return to the direct primary system would be the keystone of the third party structure.

Although Borah has no personal senatorial fight on his hands—his term expires March 3, 1925—he is entering the Idaho State Legislature to fight to help in the election of liberal Republicans, and, in the opinion of observers here, he would not be chagrined at the election of a Democratic Legislature. His purpose is to help restore the direct primary system in Idaho. The last Republican Legislature repealed the direct primary law, in 1915.

The Republican candidates in the present campaign in Idaho are running on a pro-convention system platform. The Democrats favor a return to the primary system. Borah would prefer, it is known, to support a liberal Republican group, if possible, because he wants to stay in the party.