

The Indianapolis Times

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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 curiosities after his Humpty-Dumpty that he was in his palmy days when it was "Me and Gott."

Wilhelm tells how, 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 unthrone 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 Schoenach-Carolath, his newly betrothed.

A Self-Determined Tree

EXT 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 Avenue, Washington, D. C. Inclosing 2 cents in stamps. Medical, legal and love and marriage advice will not be given. Unsolicited manuscripts will not be returned, 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 lacked 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 built up and maintained by the successive high protection bills of Republican Congresses.

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 scepter 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 218 per cent! In the past two years the lead of the South has been even more pronounced.

The result is inevitable. The South has labor, raw material at hand, cheaper living costs, shorter transportation hauls—every 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 1840, 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 1840, read the reports written by Lord Chief Justice Hale 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 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?

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?

Do friends answer to these questions

Baron Edmund von Thermann, German chargé d'affaires, has set out on a tour that will take him to the Pacific coast and back, with visits in St.

Paul Minneapolis, Seattle, Portland, San Francisco, Los Angeles, Denver, Cincinnati, Cleveland and some dozen other cities.

For the job of sounding out American public sentiment the Ebert government in Berlin has picked a picturesque figure.

By no stretch of the imagination could the Baron be termed one of the "German masses." He is one of the richest noblemen in Germany, and his lineage goes back for hundreds of years.

In the war he was a captain in the crown prince's Death Head Hussars.

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 Scheidemann 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 Thermann from the army to Berlin and made him under-secretary of state.

From then on he aided in the establishment of the republic.

When diplomatic relations were resumed with the United States the Ebert government sent him to Washington as chargé d'affaires in advance of Dr. Otto Wiedefeld, later appointed ambassador.

The belief in Washington is that Wiedefeld is slated for minister of foreign affairs in Berlin and that Von Thermann will succeed him as ambassador here.

"The German republic is going to make good," says the baron. "And we want the American people to have a better understanding of its aims and purposes."

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 Legislator.

When thoroughly responsible concerns are doing the flying the accidents are almost unheard of. Reports collected by an organization show that over a period of twelve months 600 commercial aircraft made 130,736 flights, traveling 3,007,245 miles, without a single fatality.

During the last fourteen months the United States air mail service has traveled nearly 2,600,000 miles with only one fatality. Most of the accidents you read about are caused by "gypsies" 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

SMOOT DEFENDS NEW TARIFF BILL AS ECONOMICAL

Declares Measure Is Compromise for to Secure Greatest Good for Consumers.

By United News

WASHINGTON, Sept. 29.—The claims of opponents of the Forney-McCumber tariff that this new law will increase the cost of living, particularly of clothing, "are so inexact as to be amusing," according to Senator Reed Smoot, Republican of Utah, on behalf of the Senate Finance Committee.

In a detailed analysis of these charges, particularly those of certain clothing manufacturers to the effect that "as compared with free wool, the new tariff will cost the consumer \$4 or more on every suit of cloths and \$7.50 on every heavy winter overcoat."

Smoot suggested that they overlook the fact that "the new tariff on wool is nearly 50 per cent lower than the effective tariff which it replaces, and that if free wool gives lower clothing prices, then a lower tariff also means lower prices. Such being the case, it is mere rot, to claim that the new tariff will raise clothing prices to the consumer."

Wool Should Be Cheaper

As a result of this lower tariff, Smoot said, "the price of woolen clothing should be cheaper in the spring of 1923 and thereafter than previously. Statements to the contrary appear to be camouflage put out to hide an intention to profit at the expense of the consumer, or for political purposes, or both. There is no reason whatever for any honest, sane person to claim that the price of wool clothing will be higher because of the Forney-McCumber tariff act."

The consumers should also bear in mind that any protective tariff is a compromise to secure the greatest good to the greatest number. There must be a give and take of sections and interest to secure such a result."

"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—those 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, dunder-headed, so-called human race!

WE gouge and rob each other in the strife for livelihood, We've always mixed in masses 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 middle-minded, fuddled-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 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!

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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 Aeronaautical 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.

Commuters will think 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—city by city, city by city.

C. F. REDDEN.

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