

DEAD
OR
LIVING?

HOW shall Decoration day be observed? Should and can the spirit and method in which it is to be kept be fixed by law? These are questions before the Legislature of Indiana in the shape of a bill to prohibit any forms of amusement on the 30th of May for which admission is charged.

Within the memory of men and women now living, Decoration day was born. At the beginning it was regarded as almost a holy day, but no law made it so. Its universal observance sprang voluntarily and gladly from the united hearts of a reunited people. No enactment was needed to protect it, for thousands of young men had laid down their lives unselfishly to free thousands from slavery and to save the Nation. They had won and their spirit of unselfishness was emulated throughout the land.

Then came the World War. And with a patriotism and unselfishness and bravery equal to that of their fathers and grandfathers, our young men of 1917 and 1918 crossed the ocean by the million and fought and bled and died in order that the world might be made safe for democracy. They did their part; they won the fight, but we who stayed at home have not done our part. With a selfishness as short-sighted as it was greedy, we as a nation deserted the struggling nations of Europe when, torn to shreds by years of warfare, they needed our help—needed it almost as badly as they did when the hosts of Germany were bearing down upon the defenders of popular government in their last stand.

But that is not all. We have not only refused to lend Europe a helping hand clear across the stream; we have given assistance grudgingly to those who went to the front and suffered all the hardships of war. At the same time we have gone about our own money-making ways and permitted thousands who waxed rich and fat on war profits to go uncaught of justice.

Therefore, confronted with such flagrant selfishness toward the living, our Legislature of Indiana contemplates enforcing a tribute to the dead. And the worst part of it is that the act proposed, removing amusements from Decoration day, can not accomplish anything real, and every member should know it.

Down in their hearts they must know that they are blowing at the wrong end of the horn. They must know there can be no real observance of Decoration day which does not originate in the hearts of the people instead of in the compulsion of an arbitrary and unreasonable law. They must know that the law which they propose to pass strikes at the amusement of the working man.

Why doesn't the bill make Decoration day a gasless holiday and stop its desecration by the thousands who can afford to neglect patriotic duty and drive to the country? Those who have declared they will vote for this measure know that such a thing could not be. They must know also that the bill is simply a contrivance intended to fool the folks at home, among whom there is a strong and reasonable desire that Decoration day be observed in a real spirit of devout gratitude to the Nation's dead.

America would be better if she regained some of the devout patriotism which followed the civil war. Perhaps she may do so. Let us hope. But she will never do so through the dictum of any enforcing act which any law-making body may pass.

SHEEP AND GOATS PRICES of tailored clothing will increase 12 to 15 per cent soon, due to scarcity of working men and the rising price of wool.—L. A. Bannister, secretary National Merchant Tailor Designers' Association, in convention at St. Louis.

The Harding administration has done or will soon finish doing all it can to help us. The McCumber-Fordney law is a godsend to the sheepmen because of the tariff on wool.—Frank J. Hagenbarth, president, National Wool Growers' Association, in convention at Spokane, Wash.

Well! Thank heaven we have found out at last one thing the McCumber-Fordney tariff is good for. It will help further to enrich some of our struggling millionaire sheep raisers, including half a dozen U. S. Senators who voted for the high wool tariff; and will provide a little more profit for our tailor friends. For you can depend on it if a manufacturer's materials cost him 5 per cent more he's going to charge 10 per cent more for the finished product.

This comforting discovery so intrigues us we are compelled, with the conventional apologies to Mother Goose, to burst into more or less poetry:

"Baa, baa, black sheep; have you any wool?"
"Yes, sir; yes, sir, three bags full—
"One for the tailor who covers your back,
"And two for some G. O. P. campaign jack."
L'Envoi:
And the sheep jumped over the moon.

1920 Census Shows 3,517,625

Widows in the United States

QUESTIONS ANSWERED
You can get an answer to any question of fact or information by writing to the Indianapolis Post Office, Washington Bureau, 1322 New York Ave., Washington, D. C., inclosing 2 cents in postage. Medical, legal and other questions cannot be answered. Unsigned letters cannot be answered, but all letters are confidential and receive full reply. Although the bureau does not require it, it will assure prompter service if readers will confine questions to a single subject, writing more than one letter if answers on various subjects are desired.—Editor.

How many widows are there in the United States?

According to the 1920 census, there are 3,517,625 widows in the United States. These figures cover widows over 15 years of age.

What are the meanings of the names: Edna, Rufus, Joseph, Donald?

The meanings of the names are: Edna, pleasure; Rufus, red-haired; Joseph, he shall add; Donald, proud.

What is a good shampoo for dry, dark hair?

The following formula is good for dry hair and is a favorite with brunettes. Sulphate of quinine, 20 grains; fluid extract of jaborandi, 1 ounce; glycerine, 2 ounces; cologne, 4 ounces; bay rum, 4 ounces; rosewater, 20 ounces.

How may an author protect the movie rights to his manuscript?

Movie rights are not protected unless specifically reserved. In submitting the manuscript for publication, you should stipulate with the publishers that you wish to reserve the movie rights, and in taking out a copyright, movie rights must be reserved. The publisher takes out the copyright, and the movie rights are reserved to the

Couzens Declares Government Ownership of Railroads Appears to Be the Only Solution

The Indianapolis Times regards this article from Senator Couzens on Government ownership of railroads as significant, coming as it does from a man who has studied the transportation question both from the point of view of a large shaped municipality owned street railway system in the country in Detroit.

By JAMES COUZENS.

THE most outstanding unsolved problem affecting the United States at this time is undeniably the matter of transportation which involves can supply, more lines, and more terminal facilities.

"I have an entirely open mind on the way to solve the railroad difficulties. I do not believe in Government ownership and operation, neither do I count any fear of the Government having to do the job, because I am satisfied that if the Government has to do it, it will certainly not be any more expensive to the public than it is now.

"Personally, I should prefer that the Government did not have to take over the railroads, but we have found no effective solution and, therefore, it looks to me as though Government ownership was the only solution.

Does Not Mean Operation

"This does not necessarily mean Government operation because if the railroads could properly expand and develop and the Government could control by regulation, the management, we might be able to get along



JAMES COUZENS

without undue interference of politicians.

"I would like to point out, however, that there are many worse interferences than the interferences of politicians. There is the interference of the bankers, who must get their 'take-off' regardless of public service or the

treatment of the men who operate the railroads.

"Then you know every manufacturer's organization or organization of other groups jumps in to fight any raise in rate or the adoption of any rule or regulation which in any way affects their business.

"Every one wants the railroads to succeed at somebody else's expense.

"The personal interference of so-called prominent citizens in governmental affairs frequently tends to demoralize Government business, because a policy has grown up in this country where men of prominence and influence expect to have their wishes complied with, and I am sorry to say that many public officers and so-called politicians are influenced by them and the newspapers because they have not the stamina to stand up against the pressure.

'Silent' on Ownership

"The President said in his message to Congress on Dec. 8, 1922, that 'Government operation does not afford the cure.' I note that he is silent on the subject of Government ownership. Perhaps the President would agree that that would affect the cure.

"The President says it was Government operation that brought us to the very order of things against which we now rebel and we are still liquidating the cost of the supreme folly, but I note the absence of proof to sustain that conclusion.

"We have had three periods of railroad operation, the first one of

complete liberty and special privileges to the railroads, of rebates; second, the period of Government regulation, and then the war period of Government operation.

"It is an interesting pastime of business to throw mud at the Government in all of its activities, yet I am safe in saying that a comparison of the methods, failures and successes in private industries would show up worse in comparison with governmental activities.

"Capital will not continue to invest in railroads under present management and present rules and regulations governing income.

"I make no defense or criticism of the way the Government handled the railroads, but I do say that, in spite of the fact that I am a Republican, I cannot condone any statement that the taking over of the railroads by the Government during the war was 'supreme folly.'

Credit Due Government

"Every one knows that the railroads had fallen down, that their credit was shattered and that something had to be done and I know of no other agency than the Government who could put the credit behind the railroads and carry the commerce of the country to help during the war.

"Undoubtedly many mistakes were made and inefficiency permitted, but what private agency could have assumed such responsibility without a moment's training and have gotten away with it without making mistakes?"

TOM SIMS SAYS:
ARDING says Uncle Sam pays as he goes now. Wish Sam would stay.

Illinois minister has married 3,001 couples and is still at large.

Man in Alaska got Cuba on the radio. Which isn't so much. We got central on the telephone.

Great Britain is getting behind with her crisis facing.



Giant cobra in New York zoo has shed its skin. They will skin anybody in that town.

All France has gotten out of the Ruhr is coal minus.

Census shows the United States has 63,424,000 hogs, which leaves only one-third of us who are not.

What's in a name? A famous opera singer is named Gigli.

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