

# The Indianapolis Times

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**IF 21 HAD DIED OF SMALLPOX** TWENTY-ONE persons have been killed by automobiles in Indianapolis this year. If that number had died of smallpox there would be great alarm in the city. We would all be very careful of the contacts we made. We would call for stricter quarantine regulations. If we did not we would be fools.

But deaths by auto do not alarm the populace as a whole. Many autoists will continue to drive like blind or crazy men. Too many will approach railroad crossings without heeding the "Stop! Look! Listen!" warning.

Too many pedestrians will continue to walk into streets behind stationary machines without thinking to look first up and down the street. Too many will try to beat machines across the street to save seconds.

And so the news columns of the papers will continue to carry reports of deaths or injuries by automobiles.

**AH, OIL HUNT IN ALASKA!** EIGHTEEN government geologists are pushing their way to the farthest points north in Alaska, where the Harding Administration has set aside 35,000 square miles of territory as a possible naval oil reserve.

Nothing daunts the scientists, especially the political scientists. Sometime and somewhere way up north, a trace of oil may be discovered. It is barely possible some billions of tons of ice may have to be destroyed to reach that oil, once it is discovered, but that problem makes life interesting to the political scientists in the Harding Administration. Perhaps, after the oil is discovered, some method may be found to congeal it and then transport it to the warships. Who knows?

Meanwhile, Teapot Dome gushes oil and profits for Sinclair and Standard Oil. Teapot Dome was our naval oil reserve until Sinclair visited the recent Secretary of Interior Fall. Then the benevolent Albert saw to it that Sinclair and Standard Oil got the oil and the profits.

But give us something difficult. It was too easy to get that oil from Teapot Dome. The political scientists in the Harding Administration are just like other scientists. They wanted something difficult. So they seek oil in Alaska, far up in Alaska.

And beyond Alaska is the north pole.

**WALKER PLAYERS AS ASSET** THE Stuart Walker Company is observing its one hundredth week in Indianapolis. This is a record of which the Walker Company and Indianapolis should be proud. Few stock companies ever have achieved such lasting popularity.

While the Walker Company is a business enterprise much as other theatrical companies, it is something more to Indianapolis. It has become a civic institution, a part of the city.

The Walker Company has helped put Indianapolis on the map theatrically and artistically. It is now one of two excellent local stock companies and one of many local theatrical enterprises, but to date it has a record for prolonged success in its line that has not been approached in Indianapolis.

Mr. Walker and his players deserve congratulations.

**FARMERS' GLOOMY OUTLOOK** CROP outlook in Indiana is good, Government experts report. Big acreages of wheat and corn are in prospect. In previous years this situation might have made the farmers happy, but not so now.

Labor to harvest is almost impossible to obtain. When it is obtained high wages must be paid. When the crops are harvested low prices are all that can be expected, according to present expectations, much as this fact may surprise the ultimate consumer.

When it is all over the average farmer may have made enough to pay his taxes.

## Questions

## ASK THE TIMES

### Answers

You can get an answer to any question of fact or information by writing to the Indianapolis Times' Washington Bureau, 1515 16th Street, Washington, D. C., inclosing 2 cents in stamps. Medical, legal, love and marriage advice can be given; no paper or papers, etc., be prepared. Unsigned letters cannot be answered, but all letters, confidential and receive personal replies. —Editor.

**Who are the world's ten richest men?**

According to the estimates of reliable bankers and statisticians they are: Henry Ford, \$550,000,000; J. D. Rockefeller, \$500,000,000; the Duke of Westminster, \$150,000,000 to \$200,000,000; the Gaskins of Baroda, \$125,000,000; Sir Basil Zaharoff, \$100,000,000 to \$125,000,000; Hon. Sir Philip, \$100,000,000; Percy Rockefeller, \$100,000,000; Baron H. Mitsui, \$100,000,000; Baron K. Twasaki, \$100,000,000; J. B. Duke, \$100,000,000; George F. Baker, \$100,000,000; T. B. Walker, perhaps less than \$100,000,000, perhaps as high as \$100,000,000.

Will you give me a list of books of fiction about Egypt? —

The following are books on Egypt: "Uarda" and "An Egyptian Princess," by George Eliot; "Moors of Israel" and "Wisdom's Daughter," by H. Rider Haggard; "Hamit the Enchanter," by Garrett Chaffield.

How many horses are there in the United States? About 20,200,000 compared with 13,537,000 in 1900.

When will the next total eclipse of the sun occur?

Sept. 10, visible in the United States as a partial eclipse; visible generally in the western part of the Atlantic Ocean, North America, the northern part of South America, the northwestern part of the Pacific Ocean, and the extreme northeastern part of Asia. The path of total eclipse passes through the Caribbean Sea, Mexico, the northern part of Lower California and the northeastern part of the Pacific Ocean.

What and where were King Solomon's Mines?

What were known as "King Solomon's Mines" were the mines of Ophir, the region to which the ships "Hiram and Solomon" went for gold precious stones (Kings IX, 26-28), the finished product.

# Street Railways Declared 'Big Business' but in Poor Health

**WHAT'S** the matter with street car service in Indianapolis?

The loud answering echo, "It's all right" is noticeable by its absence.

Indianapolis Street Railway system is, however, about on a par with that in other cities of the same class and the consensus of opinion of the general public is street car service the Nation over is "nothing to be proud of."

The stockholders' report of the Indianapolis street railway, made public last week, showed an income deficit of \$26,900,000.

C. A. Randa, of the Times Washington Bureau has gathered the following data showing conditions of

urban railways throughout the Nation:

By C. A. RANDAU

**B**EFORE attempting to discuss the local transportation problems of American communities, it may be well first to outline briefly the extent and importance of urban railroads.

Four out of every five people in the United States are accessible to electric car lines. Fifteen times as many passengers are carried on trolley cars as on trains. Over 15,000,000,000 persons each year is the figure.

Capital \$6,500,000,000.

The capitalization of street car systems—in excess of \$6,500,000,000—is three times the total value of all

American ships on the high seas and on inland waters plus the cost of all river and canal improvements. It is one-third as great as the capitalization of the steam railroads, and equals half the value of all the automobiles in the United States.

Distinctly a "big business."

Big, but in poor health. Some doctors say the ailment is gout—a penalty for past excesses. Others say it is a case of malnutrition and prescribe higher fares and lower taxes.

Some two hundred car systems are now in the hands of receivers. Fares have been increased from 5 cents to 6 cents as when it is five. Boosting the price does not cut down the patronage sufficiently to offset the gain in monetary receipts.

2. Present financial difficulties are

All the lines do not respond to the same treatment. Where some make a profit on a 5-cent fare, others manage to use up 10-cent fares without showing a profit—at least on the books.

A review of the traction situation in the country over indicates these general conditions:

1. Getting all the law allows is good business from the trolley magnates standpoint. Practically as many people will ride when the fare is 6 cents as when it is five. Boosting the price does not cut down the patronage sufficiently to offset the gain in monetary receipts.

2. Present financial difficulties are

to no small extent due to watered stock. So profitable were the car lines in the "good old days" that capitalizations were based on earning power and not on actual investments. Same management in the days before the war would have prevented many of the war-time and post-war ailments.

**Matter of Men**

3. Municipal ownership is not a matter of cars and tracks, nor yet of elaborate tables of statistics. It is simply a matter of men. In actual practice municipal ownership has succeeded in some cases and failed in others.

4. Bus line and jitney competition is serious, but not fatal. Street car

lines are here to stay. The best opinion on the subject is to the effect that trackless trolleys can at best only supplement car lines.

5. Throwing both dignity and disdain to the winds, hard-headed traction executives have decided now is a good time to work up new patronage. This is being done by offering weekly tickets good for an unlimited number of rides within one week; by painting cars attractively and keeping them clean, and by advertising car crews to add the word "please" to commands to "Step forward."

These phases of present street car tendencies will be discussed in some greater detail in subsequent articles.

## U. S. SENDS OPINION ON REPARATION

**Will Remain Aloof, but Attempt to Speed Up Settlement.**

By LAWRENCE MARTIN

**WASHINGTON**, June 19.—The United States will soon be officially engaged in another effort to speed up the settlement of the reparations problems and Europe's economic troubles.

George Harvey, ambassador to Great Britain, is scheduled to take back to London with him next month a comprehensive statement of the views of this Government. Harvey will be able to give their statesmen valuable assistance in their efforts to keep the reparations problem moving to a settlement, it was learned today, though he will be acting in a personal and unofficial capacity when he does so.

Both President Harding and Secretary of State Hughes are determined that the United States shall not get mixed up in the reparations squabble.

European statesmen understand by this time that American domestic politics will not permit this or any other Administration boldly to throw the influence of this Government into the scales over there. But the psychological effect of what Harvey will tell Premier Baldwin and other British officials, once it is known in other European capitals, would be tremendous, officials here believe.

While Harvey's message cannot be disclosed, it will in effect put this country definitely on one side of the reparations question and will include the reasons why official opinion here leads that way.

Nothing that Harvey will say will commit this Government officially to any policy, nor will it involve American participation in any reparations settlement.

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## Grist O'Gotham

Written by a Man Who Views

New York from the Outside.

**NEW YORK**, June 19.—Traffic is supposed to be better regulated in New York than anywhere else in the world. Any New Yorker will tell you so, pointing with pride particularly to the nice bronze towers, costing \$20,000 apiece, that dot Fifth Ave. and cause traffic to halt at precisely the same moment all the way from Washington Square to Central Park.

Everything in New York the traffic policeman is the law for everything on wheels—with one exception.

It isn't a taxi, or a wagon, or a carriage, or a pushcart, or a wheelbarrow. It hasn't been classified. It hasn't even a name. It is pushed at times, and as often it is pulled. There are three little iron wheels, two firm ones and one which acts as a rudder. The body, which is only a few inches off the ground, is a box and there is a superstructure of rods which support a rack on which dresses and coats and suits are suspended on hangers.

Young men and old men, chauffeurs of these conveyors, push and pull them with a thundering rumble through the streets. There are hun-

thousands of them to be seen anywhere between Fourteenth and Fortieth Streets, and Fourth and Seventh Aves., dodging in and out among taxis, colliding with pedestrians and ignoring the traffic rules generally. It is one leg of the journey madly's clothes must take between manufacturer and bar-gain counter.

What happens when a national bank fails?

The depositors are paid off insofar as the assets of the bank will permit. The affairs of the banks are placed in the hands of a receiver, and he may, or may not, assess the stockholders of the banks a certain amount based on the amount of their holdings in the bank. This, however, does not always meet the losses or liabilities of the bank. There is no absolute protection offered depositors in case the bank fails.

What is teak? Where is it found and for what is it used?

Teak wood is of two kinds, Indian teak and African teak or African oak. Both are valuable for shipbuilding and furniture.

What is happening when a national bank fails?

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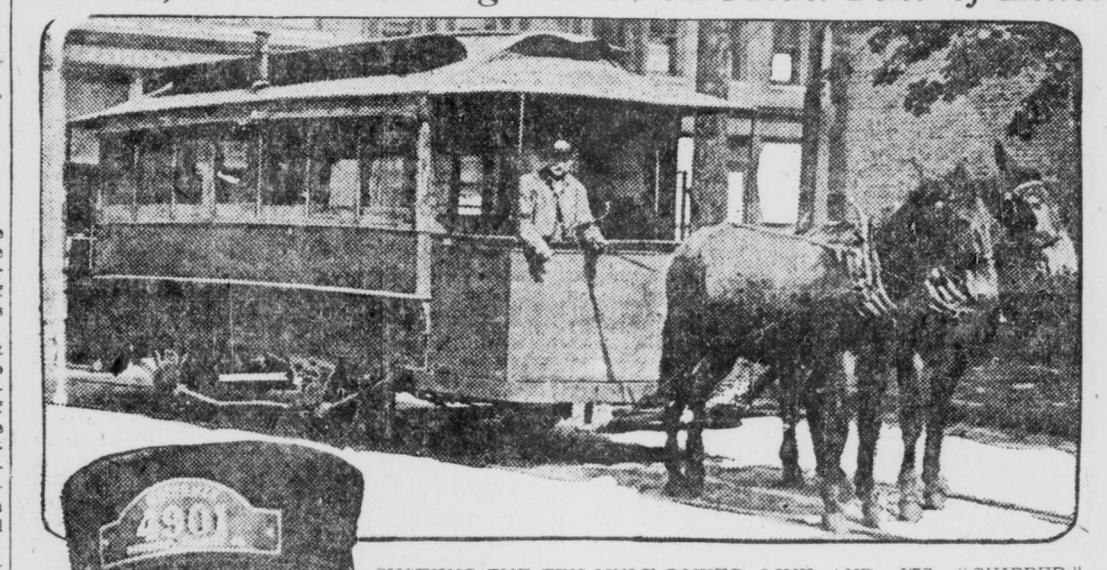
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## Skipper of Pittsburgh's Toonerville Trolley Minds Babies, Does Marketing and Pulls Mean Pair of Lines



SHOWING THE TWO-MULE POWER LINE AND ITS "SKIPPER." F. B. CAMPBELL (AT LEFT).

By HARRY B. HUNT  
NEA Service Writer

**G**ARY, IND., June 19.—Back of the mill plant and the tin mill of the mile-long reach of the Illinois Steel Company's plant here, between the smoking furnaces and the sloshing waves of Lake Michigan, is Judge Elbert H. Gary's answer to the law restricting foreign immigration.

Here, housed in box-cars and bunk shacks, exist hundreds of "workers" brought to Gary to meet the steel industry "labor shortage."

The Gary Chamber of Commerce estimates the number of Mexicans brought here within the past four months at about 3,000. That is approximately the population of each of the largest two European groups—Austrians and Poles.

**Conditions Typical**

Conditions in Gary are typical of those throughout the whole Calumet industrial district, comprising Gary, Hammond, East Chicago, Whiting and Indiana Harbor.

All plants are working at greater capacity than ever before. More steel is going out in the busiest days of the war boom. The one great unsatisfied demand is for more men—men, unskilled labor, willing to sweat twelve hours a day at from 30 to 40 cents an hour.

"Americans won't do it," the employment bosses say. "What we need is 'Hunkies,' and lots of 'em."

"Well, the Mex doesn't come under the quota law and he's willing to work long and cheap, so we'll keep on importing him."

**TOM SIMS SAYS:**

**F**RANCE and England couldn't argue much more if one had a garden and the other kept chickens.

Keep away from Chicago. Chicago has brass band contests.

If all the June brides put their first biscuits together we sure could build some fine roads.

Nothing tickles a real dog more than biting a pedigree pup.