

The Indianapolis Times

CHARLES E. MARTIN, Editor-in-Chief
 ROY W. HOWARD, President
 FRED ROMER PETERS, Editor
 O. F. JOHNSON, Business Mgr.

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GUMPTION AT STEERING WHEEL

By Harry K. Stormont, Safety Director, Hoosier Motor Club.

THE Hoosier Motor Club wishes to commend the striking methods The Times has adopted of emphasizing the accident toll of Indianapolis as an example, together with your efforts to sink these facts home in the hearts of our people. We are also heartily in accord with your contest offering a prize for the best suggestions for making Indianapolis safer from a traffic standpoint.

We are not entering that contest, yet we submit that our current street car placard offers just about as sensible a suggestion as may be expressed in a few words:

"MORE GUMPTION—LESS GAS will make our streets safer" is the message now being given by our organization on the back ends of a majority of the city's street cars. We believe the public will not need a blue-print to "get" this. Most accidents do not happen—they are CAUSED. And the cause of a lot of accidents is too much speed. Ten miles an hour is too fast to turn a busy downtown corner. The legal speed of fifteen miles an hour is too fast to go through a blind street intersection. In short—GUMPTION is needed at the steering wheel, rather than more gas at the throttle.

The Hoosier Motor Club has been conducting a perennial safety campaign seeking to inculcate careful driving. We are always at it with our limited means. We are always erecting danger signs and direction signs in and around Indianapolis and the Hoosier State Auto Association is doing the same thing throughout Indiana. All of our funds come from membership support and we are not operating for profit.

Most motorists admit we are doing a helpful service. We are going to the "length of our cable tow," but we need more widespread membership support from the 70,000 or more auto owners in Marion County and the 450,000 or more in the State of Indiana. It isn't fair to let a few thousand motorists have all the load of the work we are doing, unselfishly, all the time, for all the automobile owners throughout the State—work that they cannot do for themselves.

The Indianapolis Times, in this campaign, is certain to do a lot of good and we wish to offer our services to you now and at any time in the future in any way that we may tie-in with your preaching of safety and your exhortations seeking to lessen traffic accidents. You have no mercenary motives in this—neither have we in our year-in-year-out work in behalf of service, safety and protection for all motorists. We hope that in realizing the value of your work, more motorists will also realize the objects and value of our work and voluntarily affiliate with us in the only way that counts—the only way that will help to extend our work in their behalf.

TO THE HIGHEST BIDDER

WITH the exception of Togoland, Dahomey and certain parts of the Island of Borneo, about the only place in the wide world where human slavery still thrives today is the State of Alabama.

Harse words, but true; more appalling still because black savages may be excused for their ignorance, whereas in Alabama it is the State government that practices the despicable system and coldly calculates the profits thereof.

Since the martyrdom of Martin Tabert, whose terrible death focused public indignation on the Florida peonage system and resulted in its abandonment, Alabama stands alone as the only State in the Union that continues to lease State convicts to private employers.

Deep down in the darkened coal mines the prisoners toil helplessly through long and back-breaking hours, fattening the pocketbooks of eminent and highly favored rich men who hold the choice labor contracts with the State, and men who, one might add, can swing votes on election day for candidates.

Governor Brandon, in the face of the righteous indignation of Alabama's decent citizenry, defends the convict leasing system as being necessary to provide revenue for the State.

Has the great State of Alabama grown so poor that it must grind its dollars out of the bodies of its helpless charges, coin their sufferings into revenues and turn their sweat into bank balances?

We pity Alabama, Togoland, Dahomey and Borneo alike. The pure, white light of moral enlightenment that condemns human slavery as a crime against both God and man has been slow in reaching them. Maybe some day, after the life of another Martin Tabert has been sacrificed, Alabama will come to her senses.

MAKE IT DAY OF NO REGRETS

BALLOON race at the Speedway, dirt track speed events at the Hoosier Speedway, pushmobile events, esthetic dancing and fireworks at the State fairground, good bills at the theaters, and a city ordinance prohibiting sale of "crackers" longer than three inches.

All the elements necessary for a safe and sane Fourth of July in Indianapolis.

Or if you don't like noise and crowds, we have a pretty fair river to tramp along and some of the finest highways in the country to motor on.

Let's keep up the effort of the last few years to make it a day of no regrets over death, injury or property damage.

And while we're at it—let's not forget that it will not be a "safe and sane" day if we handle automobiles like we used to set off fireworks.

Fourth of July without a traffic injury! Wouldn't that be something to celebrate on the fifth?

About 130,000,000 Chinese hair nets were shipped us last year, none of the hair coming from bandits.

Tennessee farmer shot a man because he demanded a drink of moonshine. Isn't much difference.

"We cannot have too much music," says Harding, evidently wanting harmony in Republican ranks.

Chicago is easy on bathing suit censoring. They slip on a little, and the rest remains to be seen.

Mosquitoes are taking up bareback riding for the summer.

Detroit man asks divorce because she beat him twenty times four years. This, he says, was too often.

'BIG BOYS' BEAT TAX EXPERTS

Separate Income Returns for Husband and Wife Is Avenue of Escape.

By JOHN CARSON, Times Staff Correspondent.

WASHINGTON, July 2.—So this is the lair of the tax dodger.

Right here, under the nose of treasury officials and with every tax expert informer about it, is this avenue of escape for the big boys with the millions.

They have wives. The law permits the husband and wife to file separate income tax returns. The big boys do that and they pay the Government \$100,000,000 less each year in taxes while President Harding refuses to discuss lowering the taxes on the wage-earners.

And all the time this goes on, Secretary of the Treasury Mellon points to the dwindling crop of millionaires in the income tax returns and howls that so much money goes into tax exempt securities and that that is the way the tax dodgers operate.

Could Collect Millions

"By simply requiring the husband and wife to file a joint return, the government could get \$100,000,000 more each year from the income tax," said one of the old experienced tax collectors.

Suppose a man has a net income of \$400,000. His tax would be \$170,960. But if he files a return for \$200,000, and his wife files a return for the other \$200,000, they each pay \$70,960. Their total tax would be \$141,920. By that simple method they save \$29,040.

"Perfectly simple and absolutely legitimate," suggested the tax collector.

Suppose, again, a man has an income of \$100,000. He'd pay \$22,460 in income taxes. But if he made a return for \$50,000 and his wife made a return for \$50,000, they'd each pay \$4,960 in taxes, or a total of \$9,920. By that simple device, they'd save more than \$12,500, and that would be more than one-half their total bill.

Would Cut Further

If the rich taxpayer had two sons or two daughters and so arranged his income, the returns might be divided up into four parts and the tax again would be decreased.

Can it be corrected? By simply making the husband and wife make a joint return. Will it be corrected? The tax collector smiled broadly—a knowing smile.

If President Harding urges it and Congress considers it, the big boys will make their fight. And all the time Secretary Mellon will insist most of the tax dodgers use tax exempt securities as their method of escape.

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, 1322 N. Y. Avenue, Washington, D. C. Enclose 2 cents in stamps. Medical, legal, love and marriage advice cannot be given, nor can extended research be undertaken. Papers, speeches, etc., be prepared. Unsigned letters cannot be answered, but all letters are confidential and receive personal replies.—Editor.

Who was the first negro physician in the United States?

James Derham, born in Philadelphia, 1767. He was taught by his master to read and write and was employed in compounding medicines. He became so skilled that when sold to a new master he was employed as his assistant. Eventually Derham purchased his freedom and moved to New Orleans, where he built up a lucrative practice.

What can one do for an oily nose?

Dust frequently with the following powder. Bicarbonate of soda, 2 ounces; pulverized orris root, 1 ounce; pulverized spermaceti, 1 dram. Mix thoroughly and keep in a dry place. Eat plenty of fruit and drink a great deal of water.

Who said: "The blood of the martyrs is the seed of the church?"

Tertullian.

Who were Castor and Pollux?

In mythology, twin sons of Leda and Tyndareus, king of Laconia. On account of their mutual attachment Zeus placed them among the stars, where they form the two principal luminaries in the constellation Gemini.

A reader of this column asks for a collection of recipes for sauces of all kinds. Any other reader interested may obtain a bulletin on this subject by writing to our Washington Bureau, enclosing 2 cents in postage stamps.

Why is Cologne nicknamed the "City of Three Kings?"

Because of the tradition that this city is the burial place of Balthazar, Melchior and Caspar, the "three wise men of the East."

Who was the "Father of American poetry?"

Bryant.

What is called the Thermopylae of America?

El Alamo, Texas, in allusion to the heroic defense of it made in 1863 by a small body of Texans against a force of Mexicans ten times their number. During the subsequent struggle for independence the Texan war cry was "Remember the Alamo."

What is meant by "Cimmerian darkness?"

In classic mythology a people, according to the Homeric legends, who dwell "beyond the ocean stream," in a land where the sun never shines and where the blackest darkness always prevails.

Who was Madge Wildfire?

An insane girl, character in Scott's "Heart of Midlothian," daughter of the gypsy, Meg Murdockson.

TOM SIMS SAYS:

THE report that Bryan has challenged the Dempsey-Gibbons winner has not been verified.

Lion cub bit movie star Peggy Davis on the nose. What she gets for looking good enough to eat.

Henry Ford's stand on the presidential question is he will refuse the job unless he gets it.

Spokane man who went swimming after eating a big picnic lunch was revived in forty-five minutes.

Judge Nott of New York sentences brokers. No kin to "judge not that you be not judged."

Works of art sold in Paris as about 1,000 years old will not be that old until about 2923.

Maybe the Dempsey-Gibbons winner could whip a baggage man.

Keep away from Hungary. Her railroad rates have been doubled.

Los Angeles woman who wouldn't believe a traffic cop will now.

"Safety Last," a film by Harold Lloyd, has been stolen by some crook who followed the title.

Gibbons' reach is 74 inches, while Dempsey's is 73, so Gibbons can beat telling fish lies.

Sanitary potters of New Jersey, after being on strike eight months, are back pottering around.

Renters will not be surprised to learn a man who gave his son's bride \$1,000,000 is a landlord.

Movies can't talk, but a Famous Players-Lasky film hearing will be held in Philadelphia.

Calvin Coolidge says pay more attention to culture. We say pay more attention to agriculture.

Welsh coal dealers sold a million tons in the United States. Welsh mines are running like a Welsh rabbit.

Women are very much alike. Los Angeles poetess married the sun. Now she wants the moon.

In a city they argue what time it is; in a town what day it is; in the country what month it is.

Since a bricklayer's pay equals about 700 eggs, the hens ought to learn to lay bricks.

A bathing suit makes a nice little frock for eating watermelon.

RALSTON FAVORITE OF MANY

Indiana Senator Stands Best Chance Among Democrats in 1924.

By FRANK J. TAYLOR, Times Staff Correspondent.

WASHINGTON, July 2.—A lot of politicians think the man who stands the best all-round catch-as-catch-can chance of capturing Democratic nomination for President is Samuel M. Ralston, United States Senator from Indiana.

They say, for instance, Ford may be the popular favorite now, but his boom is a freak one. McAdoo may be the favorite with himself and friends, but the powers that be in his party are against him. Al Smith may be the choice of the wets, but that's his misfortune. Senator Underwood may be the choice of some Democratic leaders, but not of the people. And so on.

But this fellow Ralston—Just who is Ralston? Well, he's just a jolly, stout man, who looks something like Chief Justice Taft. He has a chuckle like Taft's, only it isn't as well known. But it could be, the politicians say. Ralston can chuckle at anything.

From Good State

He comes from a good State, Indiana. He is a Jeffersonian Democrat in faith, which ought to make him a liberal, which he is not. On the contrary, he is very "safe," enough so for Big Business, which is somewhat wary of Jeffersonian Democrats, however much the people may like them. Ralston was a good Governor of Indiana.

He was born in Ohio, "mother of Presidents." He was born on a farm, and all good presidential timber should be born on a farm. His folks were poor, but honest. They moved west to Indiana when Sam was a boy. He grew up, milking the cows and working early and late, which is as it should be. He taught school.

Down in Owen County, Indiana, there was a school without a teacher. No teacher could stick it out, the boys were so big and bad. So raw-boned, tall, husky Sam Ralston got the job when he was 20.

The first day, the big boys organized to lick Ralston, even as they had licked all his predecessors.

Licks 'Em One by One

"I'll take you on, one by one," said Ralston.

Either they thought this was fair, or else they thought it was easy, so the boys accepted. They put up their biggest and toughest man, about Ralston's size and age.

A hard and tough fight, which Ralston won. Immediately, he had to take on No. 2, who was easier. Again he scored. After their third championship fight the boys gave up.

Soon thereafter Ralston began the practice of law and the cultivation of the friendship of Tom Taggart.

Baseball History

BY BERTON BRALLEY.

I've seen Babe Ruth when he lined 'em out For many and many a circuit clout, I've seen Tris Speaker and Ty Cobb, too, Performing wonders that thrilled me through; But the greatest kick that I ever got Came from a game on the home-town lot, When we hung on our rivals the Indian sign By a score of fifty to forty-nine.

From two till six of a summer's day We battled on in a bitter fray, And the crack of hits was a fusillade As we played, and played, and played, and played, Except for the times when we had to wait Till the crowd quit fighting around the plate; For our sporting ethics were none too fine, When we won by fifty to forty-nine!

I pitched till my arm was wrenched and sore, Allowing just seventy hits—no more, While the other twirler, as I recall, Was socked for a hundred and ten in all! The errors? Get this into your nut—The game was errors and nothing but! Yet, oh the thrill of my life was mine When we won by fifty to forty-nine!

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ANNOUNCEMENT

COMMENCING JULY 4th THE SOUTH SHORE INN LAKE WAWASEE A DANCING and DINING CAFE

We have been very fortunate in securing Gene Fosdick's Orchestra direct from the Little Club, New York City, where they won merited recognition as artists of quality on dance music. They will also offer for sale records made by them for the Aeolian Co.

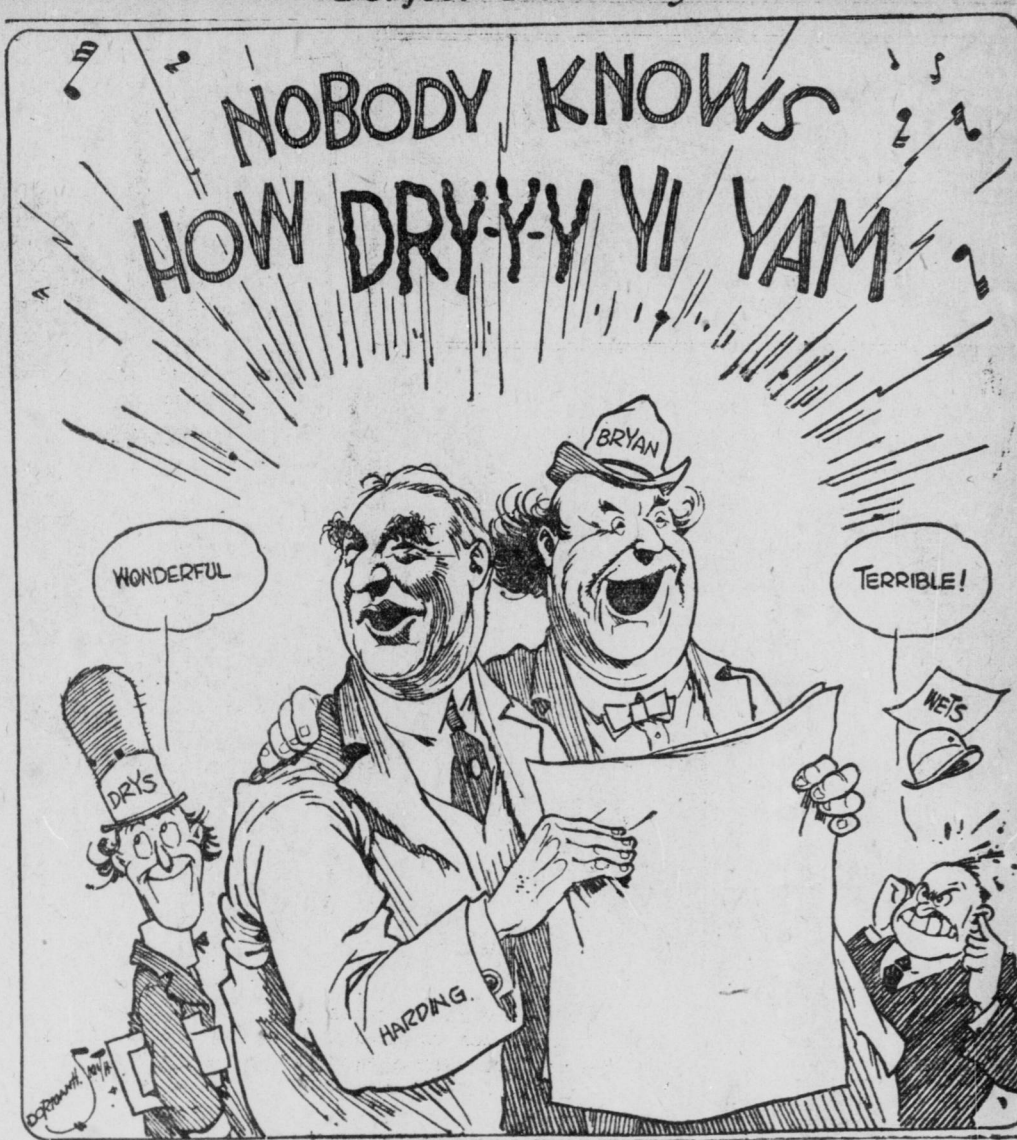
Regular Dinner Service 6 to 8 P. M.

Cafe Service 8 to 12 P. M.

Table reservations accepted by mail or phone, Syracuse No. 817.

Jno. E. Boyts, Mgr.

Perfect Harmony



AIRPLANE RIVALRY BETWEEN FRANCE AND ENGLAND SUPPLANTS SEA RACE

Two Nations Continue to Arm, This Time Against Each Other.

By WM. PHILIP SIMMS, NEA Service Writer.

FRANCE and England continue to arm, this time against each other. There is no more alarming symptom in Europe than the ever-widening breach between England and France. London and Paris no longer attempt to conceal their conflict of interests, while press and public in both countries are openly hostile.

Two disquieting questions are being discussed in the chancelleries of Europe. One is, will France and England one day have to fight it out? The other is, will an Anglo-German understanding be founded on the wreck of the Franco-English Entente Cordiale?

In 1919 Lord Birkenhead was a member of the Lloyd George cabinet,

a committee of which laid down the axiom that in view of the general conditions of Europe, there could be no major war for ten years.

While I was in London, Birkenhead made a speech in the House of Lords in which he said:

"We can no more be content in the next three to five years with the present inferiority in the air than we could have been content with a naval inferiority in the year preceding the outbreak of war."

Despite the axiom laid down in 1919 that there would be no major war in Europe within ten years from that time, the British air force, in 1922—three years later—was strengthened by the addition of fifteen regular and five auxiliary air squadrons to be added by 1925 at a cost of some \$10,000,000. France, remember, is England's only possible rival in the air, the nation is hard pressed for money and taxation is already staggering.

Meanwhile "Le Temps," organ of the French government, openly charges Britain with harboring the ambition to dominate Europe at the expense of France, and to the benefit of Germany.

"The whole British reparations plan" says "Le Temps," "is little more than a scheme to establish British hegemony indefinitely. After four years of complete moratorium the question of wresting payments from Germany would arise. It would be a dangerous crisis. It would depend upon Great Britain whether this generated into a conflict and whether Germany, duly restored, should be victorious."

The Family In on This

"Now, I've had my revenge," said the shoe shop proprietor to his friend as a customer left.

"Revenge? How so?"

"Well, the young woman who just went out is a telephone operator. I gave her the wrong number."—London Opinion.

And Sister Fainted

"Just think! Somewhere in the world is the man I am going to marry."

Dear Friend—Yes, how unhappy the poor fellow would be if he only knew it.—Boston Transcript.

Illinois Central System Shows How Shippers Can Improve Transportation Service

Ordinarily this is a slack period of the year for transportation. However, that is not true of this year. The railroads are doing the heaviest business that they have ever done in their history at this period of the year. In the week ended June 9, the loading of 1,013,249 cars came within less than one-half of 1 per cent of the record week's loading in the history of the railroads of the United States, which was in the week ended October 14, 1920, when the total number of cars loaded was 1,018,539. Notwithstanding the heavy business which the railroads are doing at the present time, there is no car shortage. The heavy traffic is being moved with more ease and greater efficiency than ever before.

The indications are that the railroads will be called upon to handle a much heavier traffic this fall than they are handling now. Shippers have it within their power to help themselves and the public generally, as well as the railroads, by anticipating their needs and placing their orders for transportation at a time when the railroads are in a position to serve them best. In a few weeks the farmers will be needing cars to transport this year's crops. When farm crops are moving to market in the fall, the other traffic of the railroads, including the carrying of coal, is also at its height. We realize that some of the other traffic must move during the fall, but we believe there is much of it that can be transported during the summer, when railway equipment and facilities are idle because the demand for transportation does not equal the capacity of the railroads.

Coal is one of the principal factors in making traffic seasonal. The Illinois Central System is now engaged in storing coal at central points throughout its territory to release equipment for the use of its patrons later on, when the rush of traffic sets in. We hope to have at least a million tons of coal in storage by September 1. Our patrons, familiar with the price of coal, can make their own calculations as to the large amount of money involved in storing this million tons—a storage now being made for the sole purpose of releasing cars for our patrons' use when the heavy traffic begins this fall. By laying in their coal supplies now, when there is plenty of transportation, coal consumers will avoid future inconvenience and at the same time materially help to improve transportation conditions. Moreover, if the demand for coal exceeds the supply that can be transported in the fall months, the effect in all probability will be to increase the price of coal.

The Illinois Central System is buying large quantities of other materials required in the operation of the railroad and is storing them, so that the movement of this traffic will also be out of the way this fall. We believe that all those who have commodities to be shipped, either in closed cars or in open-top cars, should seriously consider the advantages to be gained by shipping such commodities at once, even if they have to be stored, rather than to wait until fall.

Stone, sand, gravel and cement dealers and those having to do with the construction of hard roads are to be commended for the successful efforts they have made, and are making, to have road-building material moved while transportation is plentiful. The example so well set by them should be emulated, as far as possible, by all shippers.

This statement is prompted by a desire on our part to see the best possible service rendered those who are depending upon the Illinois Central System for their transportation. We have in mind particularly the farmers who will need transportation this fall, but we believe that an increased movement of traffic immediately will be in the interest of all classes of our patrons.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
 President, Illinois Central System.