

## The Indianapolis Times

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## THE INDIANAPOLIS TIMES

### ENGLAND IS NETWORK OF RAIL LINES

Only Snobs and Americans Ride First Class, British Declare.

By JOHN W. RAPER  
[ENGLAND: This country is a network of railway lines. A road between London and Scotland will have its main line and scores of branches and from every important city lines run out like the spokes of a hub.

A train starts from one of these cities with eight or ten cars. Perhaps only two of these will go to the terminus, the others being dropped off at junction points and other cars being picked up on their way from other cities to the terminus. Then there is a heavy suburban travel that must be looked after.

Stations and cars are planned for handling passengers in a hurry. There are two types of cars. One is divided into compartments, from four to eight, according to the length of the car. These compartments run clear across the car with a door at each side, the passengers sitting in rows, facing one another.

There is a door at each side because the platform in the stations are sometimes on one side and sometimes on the other.

Three are two classes of compartments, "first" and "third," the "second" having been abolished some time ago. The door always bears the painted numeral 1 or 3. Some compartments are set aside for smoking.

The only difference between first and third classes is in the first seat is divided, as a rule, by arms on which passengers may rest their elbows, there are old-fashioned "titles" on which they may rest their heads, perhaps a rug on the floor, and a slight difference in the upholstery.

**Third Class Cheaper**  
There is another type of car called the "corridor car," which has a narrow corridor running its full length, on one side. It seats not quite so many passengers as the other type.

Englishmen say, "Oh, nobody travels first excepting English snobs and crazy Americans who are afraid we'll think they will be regarded as poor if they travel third." They're about right.

Third class fare comes to about 3 cents, American money, a mile, figuring the English penny at two American cents.

The first-class rate for the short journeys is almost invariably 5 cents.

**You Can't Forget Baggage**  
Rates before the war were, of course, much lower.

Stations are constructed with both first and third class ticket offices, waiting rooms and restaurants. There is no difference of any consequence except in the prices of food in the restaurants.

You always pay a fee for baggage except that which you carry to your compartment. When you reach your destination you must be at the baggage car door (luggage van over here) to claim your baggage and either carry it away or turn it over to a porter to carry.

**Dining Car**  
The railways run Pullmans a century behind the American Pullman in comforts, and they run diners.

The diners are of two classes, first and third, the only difference being in price. They have high seats of the Pullman type so that passengers have some privacy, but they are arranged with an open kitchen.

Playing the kitchen mess it is on an English dinner and either benefit of all the kitchen odors.

The cars in which I have eaten were dirty, food bad and service worse.

**NEXT: Coronation and Inauguration**  
have nothing on the stately ceremony of getting started on the train for Edinburg, says Honest John.

### Science

The most important factor in the growth of any community, on a permanent basis, is the agricultural development of the land. All other sources of wealth are secondary.

The growth of Southern California has often attracted speculation and theories from business experts. The real cause is found by the United States Department of Agriculture to lie in farming. The soil crops of Los Angeles County for the last year brought sixty million dollars. This is the largest agricultural value of any section of that size in the world. It is greater than that of the entire States of Massachusetts, Connecticut or Wyoming.

Shortly before the Civil War, General Sherman, then captain of the United States Army, was sent to that section to report on its probable future value to the country. He stated that it would never be of use because it was a sandy desert surrounded by a forbidding and dangerous country. Irrigation proved General Sherman wrong.

**RUSS**  
Russia gets more optimistic in its crop forecasts. It has signed contracts to deliver to Germany much grain, including 200,000 tons of rye. Acute car shortage over there.

This news we pass on, for the benefit of farmers who are trying to "dope out" the world market.

### COM SIMS --- Says

"WITHOUT work man degenerates," thinks Yale Review writer. With work, in August, man evanescates.

"My ambition is to beat Tilden," says a tennis player in Sport. Ours is to whip a collector.

"Kentuckians" never uncouth, writes Burman in the Nation. But often, we add, uncaught.

"Oaths are conservative," says a Bookman writer, who maybe never hit his finger with a hammer.

"Many think authors a superior class," thinks an Atlantic one. Some think some are second class.

"Books are like friends," says Book Chat writer. We don't think so. Books never borrow money.

"Taxes are like death," says Sullivan in Metal Workers' Journal. And, we add, so are taxes.

"China has no commercial crookedness," says a Harper's writer. As you know, she is modern.

Collier's says director of our budget chews gum as he walks. But that isn't where our money goes.

Mencen says something about baseball in the Nation. We didn't stop to read what it was.

"Procrastination is China's trouble," writes Ching Ying Fang. That, and their Chinese names.

"Average politician is a comedian," says Dawes. It won't make any mad. All are above the average.

"Belgians applaud an act, good or bad," says Actor A. V. Powell. May even applaud acrobats.

"Stars have social instincts," says Isabel Lewis. Movie stars, we add, have a divorce instinct.

"I have been a fool all my life," said Tom Foley in court. They didn't get him for perjury.

The editor is willing to print views of Times readers on interesting subjects. Make your name as an evidence of good faith. It will not be printed if you object.

**Thanks Papers**  
To the Editor of The Times:

The newspapers of this corps area, embracing the States of Ohio, Indiana, Kentucky and West Virginia, have rendered splendid assistance in giving publicity to the Citizens' Military Training Camp movement.

The purpose of these camps is to bring together young men of high type from all sections of the country on a common basis of equality and under the most favorable conditions of outdoor life; to stimulate and promote citizenship, patriotism and Americanism, and through expert physical direction, athletic coaching and military training, to benefit the young men individually and bring them to realize their obligations to their country.

The army is proud of the work being accomplished in these camps and is desirous of informing the great body of our countrymen of the advantages they afford to the youth of the nation.

General McRae, corps area commander, would be pleased to have you or one of your staff to visit the Citizens' Military Training Camp at Camp Knox. If you find that you can attend, please notify the commanding officer, Citizens' Military Training Camp, Camp Knox, Ky., and arrangements will be made for your reception.

C. D. RHODES.  
Colonel General Staff.  
Chief of Staff.

**High Sign**  
To the Editor of The Times:

I recently returned from an automobile trip through the Northwest. Native Americans, Indians, and their machines, a few of which have an Indian license, are of two classes, first and third, the only difference being in price. They have high seats of the Pullman type so that passengers have some privacy, but they are arranged with an open kitchen.

Playing the kitchen mess it is on an English dinner and either benefit of all the kitchen odors. The cars in which I have eaten were dirty, food bad and service worse.

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### A Thought

Swear not, neither by heaven, neither by earth, neither by any other oath; but let your ye be few; and your nay, nay; lest ye fall into condemnation.—James 5:12.

Wouldn't it be kind of nice for Indiana drivers to have an Indiana "high sign" or salute to greet each other with when they pass in any other State? I leave it to you to furnish the signal.

TOURIST.

**RUSS**  
Russia gets more optimistic in its crop forecasts. It has signed contracts to deliver to Germany much grain, including 200,000 tons of rye. Acute car shortage over there.

This news we pass on, for the benefit of farmers who are trying to "dope out" the world market.

### Father as a Driver

"Your husband motors a good deal. Is he a careful driver?"

"Indeed he is. Why, he generally makes a car last until a new model is out."—Boston Transcript.

**Heard in Smoking Room**

**A** LAWYER had just got a roar out of the fellows in the smoking room by a good one on farmers, when a real dirt-farmer looking fellow on the end seat said:

"Up above here in Wisconsin a ways, one time, a party of lawyers that had been on a case in St. Paul got stalled at the village of Atwater. As the whole train was colder than Greenland and wouldn't move for two hours, the party got off and huddled about the baseburner in the depot's small waiting room. They made a solid circle around the stove and had got to going tooth and nail on reprieves, demurrers, deeds and such, when the door was burst open and a backwoods looking fellow came in. He had on tremendous leggings and bore a pack and was blue with the cold, but not one in that circle moved

### WHY IS GAS PRICE CUT BY TRUST?

Writer Avers Slash 'Comeback' at Venturesome Independent Concerns.

By JOHN CARSON  
Times Staff Correspondent

WASHINGTON, Aug. 18.—What happens when the oil trust goes to war? And why does it go to war? To take up the latter question first, these price-cutting wars are the occasions when the oil trust is able to embarrass and often to gobble up the independent oil companies. Visualize what happens to oil before it finally reaches the gasoline tank in your machine.

First, someone has to prospect for oil, sink test wells, and get the crude oil out of the ground. The oil trust does not do that generally—it is too expensive. It may buy oil wells after they are already producing and it may sink wells near others that are producing, but it does prospecting only on a very limited scale.

Most of its oil the trust buys from independent producers who have to sell at the price fixed by the trust because the latter owns the pipe lines through which the oil must be carried to refineries and to markets.

**Next Step Is Refining**

The next step in the trust's activities is refining. From the crude oil it gets gasoline, kerosene, fuel oil, and numerous other products, some of which are sold to independent marketing agencies.

The big product today is gasoline, and the trust has established gasoline distributing stations all over the United States. They fix the price of gasoline to the service station. To make sure that the service station will be "good," and sell gas at the fixed price, the trust maintains its own service stations all over the country.

These trust service stations are the instruments of price war. When the trust declares war on the independent companies, it immediately reduces gasoline prices at its own service stations. The independents must follow suit. By reason of its fine profits elsewhere, the trust can sell gasoline at a loss long enough to drive the independents in any locality to the wall.

**Come to Trust Terms**

Just an illustration of how this is done. As this is written, gasoline is selling for 23 cents in the city of Washington. In Chicago the price has been reduced to 16 cents. A few days ago gasoline was selling for the same price in both cities. The trust, by reason of its widespread activities, can sell 16-cent gas, or even 10-cent gas, in Chicago until the independents in that city come to trust terms.

The reason for this temporary price in the Middle West is that some of the independent companies are undercutting the trust. Any time the independents do not follow the trust within a day or two in the price adjustments, either up or down, the trust is in a position to "declare war."

Often along State border lines automobile travelers notice there will be from 1 to 3 cents difference in gasoline prices at the service stations only a mile or two apart on the different sides of the State lines. The reason for this is that the State line is often the border line between the territories divided up between the trusts.

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an inch to let him have some of the heat. So, the man leaned up against the wall, took a big chew of plug tobacco and shivered.

"Thinking to be smart and make sport of the fellow, one of the younger of the lawyers said: 'You seem to be a great traveler.'

"'True,' replied the man. 'I've traveled in all parts, everywhere most.'

"'I don't suppose you've ever gone to Hell?' inquired the Smart Aleck.

"'Well,' replied the traveler. 'I've been quite a ways in the outskirts.'

"'Indeed!' exclaimed the Aleck.

"'What makes you think that, my son?'

"'They're somewhat like what we have here,' answered the traveler.

"'The lawyers are closest to the fire.'

### Back-Breaking Job

