

The Indianapolis Times

ROY W. HOWARD, President

WM. A. MAYBORN, Bus. Mgr.

Member of the Scripps-Howard Newspaper Alliance

Client of the United Press and the NEA Service

Member of the Audit Bureau of Circulations

Published daily except Sunday by Indianapolis Times Publishing Co., 214-220 W. Maryland St., Indianapolis

Subscription Rates: Indianapolis—Ten Cents a Week. Elsewhere—Twelve Cents a Week

PHONE—MA 3300.

No law shall be passed restraining the free interchange of thought and opinion, or restricting the right to speak, write, or print freely, on any subject whatever.—Constitution of Indiana.

The President's Message

In our country the people are sovereign and independent and must accept the resulting responsibilities. It is their duty to support themselves and support the Government.

That is offered by President Coolidge as the keynote of his address to Congress. Glowing with the expressed sentiment, he proceeds to apply it pretty literally to the farmers.

"It has appeared from all the investigations that I have been able to make," he says, "that the farmers as a whole are determined to maintain the independence of their business, they do not wish to have meddling on the part of the Government or to be placed under the double restrictions involved in any system of direct or indirect price-fixing, which would permit the Government to operate in the agricultural markets."

So much for the farmers, who in many sections of the country are having a hard time keeping their heads above water and in some sections are going bankrupt too rapidly to be counted.

But the water power interests. He insists that Muscle Shoals be sold to the highest bidder. The highest bidder is not, of course, expected to pay the full value of that great Government project. The wide difference between cost and selling price will be a subsidy to the power interests.

And the merchant marine. He reiterates his belief that the Government's ships should be sold. The price obtainable is so far short of what it costs to build ships that the private shipping interests which buy will receive thereby a substantial subsidy.

On tariff. He is silent on the subject this year. The tariff is pretty satisfactory to the manufacturing interests benefiting under it. The President does not propose to lower the protective wall. It may be the duty of the manufacturers, as well as the farmers, "to support themselves and support the Government," but the Government will continue helping them to take their support out of the pockets of the consumers, as in the past.

Finally, taxes. He praises the tax bill which has been worked out by Secretary Mellon and the House Ways and Means Committee. The reduction of the present surtaxes paid by the very wealthy as well as the reduction of inheritance taxes, paid by the same, receive particular praise. There is going to be a lot of stump-speaking about this tax measure—if it gets by the Senate or if it does not. It is the rich man's bill or the poor man's? Coolidge seems to anticipate the suspicion that Mr. Mellon was thinking chiefly of his own ass when he prepared his schedules, for, speaking of the tax bill, he says:

"All these economic results are being sought not to benefit the rich, but to benefit the people. They are for the purpose of encouraging industry in order that employment may be plentiful. They seek to make business good order that wages may be good."

Which brings us to the real Coolidge philosophy of life and Government, one from which he does not depart, no matter how carefully you examine this speech or his record as an official. This philosophy is part of his soul and he adheres to it. He has uttered it in the well remembered speech made to the Massachusetts Senate, Jan. 7, 1914. This is it:

"As the little red schoolhouse is builted for the college it may be that the fostering and protection of large aggregations of wealth are only foundation on which to build the prosperity of the whole people."

Perhaps this newspaper seems, to some readers, unduly inclined to criticize the present occupant of the White House. But, actually, there is no purpose to withhold from him credit for any accomplishments that serve the people. With his fundamental theory, which rectifies most of his policies, on the other hand, it is impossible to agree. We simply cannot keep the idea that they only way to provide prosperity for all the people is to make a limited number very rich and then trust to luck and their good nature to see that some of their riches seep down to the rest.

Good Politics

THE Progressives in Congress are playing politics again.

They are playing good politics. They have been led up to the mountain top party power and privilege and shown the reward they might have if they would be good. They mean accepting without question the dictates of the three or four men who propose to control all the works of Congress this year. And the progressives—their number is small this session, just the Wisconsin delegation and three or four others—having looked for the ease and comfort offered them, have found reward is not sufficient. They prefer

RIGHT HERE IN INDIANA

By GAYLORD NELSON

ONE PICTURE OF JUSTICE

LYSSES MOSIER, of Noblesville, Ind., died the other day from the effects of a gunshot wound received three years ago. The bullet struck his spine and paralyzed him from the waist down.

He had objected to the attentions of a high school boy, a neighbor, was paying to his daughter, certainly well within a parent's rights. So the youth shot him. There was no justification for the act. The youth was not in physical jeopardy; he was just peevish.

Of course outraged justice jumped with both feet on the rejected suitor with the quick trigger finger. He was captured, tried, convicted and sentenced to the Indiana State Reformatory to serve two fourteen years.

The youth served a small fragment of the sentence and then was paroled. That squared his account with society.

But the father, who was so recently assaulted because he was popular of his daughter's company, served a longer sentence in bed. For three years he was paralyzed and bedridden—only released by death long after the prison doors had obliged opened outward for his youthful assailant.

From the artistic standpoint there is something wrong with this particular picture of justice. The majestic dame seems to have her foot in her mouth and to be cross-eyed.

NO MINISTER, NO FLOWERS

MRS. MATTIE E. MAY, an octogenarian of Attica, Ind., before her death Monday, requested that there be no minister and no flowers at her funeral. She directed that her body be carried to the grave in a spring wagon instead of a hearse.

Well, if that is the sort of funeral she wanted perhaps her wishes will be respected. But what difference does it make to her now?

There is no evidence that flowers, ministers, music, motorized hearses and all the other formalities with which we lay away our dead ever does the deceased any good. They neither see the flowers, smell the gasoline burned in their honor, nor hear the comforting words of the officiating clergyman.

When the body of the late King Tut-Ankh-Amen went to the tomb, it went with pomp and elaborate ceremony. He was laid away in a rock-hewn tomb in the midst of a couple of carloads of costly household furniture, utensils, jewelry and food. In the three thousand years that have elapsed since he has not sat on one of the chairs, crumpled a handkerchief, or used any of the other articles interred with him.

That doesn't prove the funeral ceremonies over his remains useless and silly.

Our funeral rites are for the benefit of the living not the dead. Flowers, ministers and the customary funeral programs comfort those left behind and don't harm the deceased. Why not leave one's funeral arrangements to those left behind?

BUS BUSINESS UNPROFITABLE

JOHN S. POWELL, chief accountant for the public service commission, has completed an audit of the finances of one of the principal motor bus operators in Indiana. He reports that the line is unprofitable, that it would take a 5-cents-a-mile fare rate to pay operating expenses, depreciation and a return on the investment.

The condition of this one line is said to be fairly representative of the entire motor bus situation in the State. The lines aren't making money.

If such is the case all the opposition of traction companies and other existing transportation mediums to the establishment of competing bus lines is love's labor lost. They should encourage the bus business and give it plenty of room to hang itself in bankruptcy court.

Probably some Hoosier bus lines are profitable and others are losing money. Just as in the case of grocery stores, the bus business is new and hasn't found its proper niche in the transportation scheme.

If a bus line can't operate successfully on a rate of less than 5 cents a mile there is no economic need for the line. Other transportation agencies can carry passengers more cheaply, and left to themselves will in time eliminate such bus competition.

State regulation of the bus business should be concerned only with the public's interest not with the protection of existing traction lines or busses. What the bus business needs mostly is to be let alone to find its place in the transportation field by the competitive system of trial and error.

These controversies—between the old and the new—are as old as time itself, the report points out. And we shall never be without them. In fact, the board says, they are helpful—"subject always, of course, to that essential discipline without which an army becomes a mob."

That is the nearest the board comes to mentioning Col. William Mitchell, whose sensational charges of "almost treasonable" administration of our air forces started the rumpus resulting in the inquiry.

The board makes many specific recommendations to improve America's position in the air. Notably it asks for Assistant Secretaries of War, Navy and Commerce to keep this country abreast the times in armed and civil aviation. And it lays down a constructive program for their guidance.

The President has approved the report. The future of aviation in this country, therefore, is now distinctly up to Congress.

Use of 'Hard Liquor' Declines

Editor's Note. This is the fifth of a series of articles by the author reporting the operation of liquor laws in the various provinces of Canada.

By Gilson Gardner

MONTREAL (By Mail)—It is Quebec Liquor commission with great pride that the points to the declining sales of "spirits" and the increasing sales of

lion dollars constantly in its warehouse in Montreal and has recently set up a purchasing office in Paris through which purchases are made from France, Italy, Spain, Portugal and Holland. In the Paris office, as well as in the Montreal headquarters, are the best tasters to be had, as well as analytical chemists who test every offering and check up every consignment received. There are special cellars at the commission warehouses and experts have been brought from France to care for the choice wines imported in bulk.

The result of all this care is the accumulation of a great variety of the choicest wines at prices to the consumer which no competitive profit system could achieve.

In the 1923 report of the commission this paragraph:

"We do not hesitate to attribute a large measure of the increase in the total consumption of wines of the whole, of the whole, of spirits. If these were deducted, the change to light wines with the high alcoholic content would be quite startling.

tent in order to give its preference light wines. Our stock of these wines, although of excellent quality at present, is improving from day to day."

In the report for 1924 (the last published) the increase of the sale of wines is summed up for the six month's period from January to June of 1923 and 1924. During the former period a total of 183,170 gallons were sold as compared with 316,131 gallons during the latter period; an increase of 72 per cent. Meantime, during the same periods the sale of spirits decreased from 341,004 to 322,518 or 5.42 per cent.

The figures for 1924-1925, it is said, will be found to be even more impressive.

Attention is also called by the commission to the fact that most of the purchases by the American tourists, totalling some 40 per cent of the whole, are of spirits. If these were deducted, the change to light wines and beer in the Province of Quebec would be quite startling.

Home Is Getting to Be Wonderful When It Contains the Panatrophe as Part of Family

By Walter D. Hickman

OME sweet home will become even more sweet if Panatrophe is a member of the family.

Panatrophe is not the name of a girl but is the title that Brunswick has christened its latest contribution to the musical world.

After hearing the Panatrophe in an exhibition concert, I know now what the author of "The Lost Chord" meant when he wrote that number.

The chord surely has been lost until the Panatrophe arrived and found it. The Panatrophe at the electrical glorification of the phonograph, using the improvements in recording and projection which radio has given to the world.

Seems to me that a fellow could go up to the Panatrophe and say to it, "Listen, old thing, I would like to hear Nick Lucas croon his stuff just as he does on the stage."

Panatrophe will answer the request by reproducing Nick's voice and his guitar, just as Nick puts out the melody in person. Seems to me that this new gift of Brunswick to the world, is more than a mechanical thing. It is human. By the turning of a control lever, any melody becomes a soft inviting tune.

Then when more volume is needed, the simple advancement of the lever increases the tone so that not only a room is filled but the entire neighborhood may get in on the melody.

And then if you want the whole world to hear the Panatrophe, just put it in third musical speed. When advanced to this stage, the Panatrophe is able to fill with melody any dance hall I have ever seen.

This machine so develops and projects the tonal qualities of tones,

shading and color, heretofore completely lost by the old models, becomes a gigantic and important background to the melody.

When you hear the Panatrophe you will know what I mean by the finding of the lost chord. The old type phonograph was wonderful in its day, but the Panatrophe advances music to that stage where it ceases to be mechanical and becomes natural music as produced by the artists.

When I met Panatrophe I got down on my knees and nearly prostrated myself in front of this "human

Ask The Times

You can get an answer to any question of fact or information by writing to The Indianapolis Times Washington Bureau, 1322 New York Ave., Washington, D. C., and sending a stamp for reply. Medical legal and marital advice cannot be given.

All other questions will receive a personal reply. Unsigned requests cannot be answered. All letters are confidential.

Does the Marconi Company of America still exist?

The Radio Corporation of America purchased all the assets of this company on Nov. 30, 1919.

What was the consumption and manufacture of gasoline and kerosene in the United States in the months of September of this year?

There were 906,109,000 gallons of gasoline made in the United States in September, of which 845,867,000 gallons were consumed and 91,441,000 exported. The figures for kerosene for the same period were: Production, 197,334,000; consumption, 180,298,000, and exports, 68,112,000 gallons.

THE HUMAN SIDE OF BANKING SERVICE

Are You "All at Sea" When You Go Abroad?

A PROMINENT Indiana business man recently decided to take a six-months' vacation in European countries and Mediterranean ports.

We had the pleasure of helping to plan his itinerary complete—from Cleopatra's Needle in Central Park, New York, all the way to King Tut's tomb—and back.

But at the last moment he was forced to cut his trip in half. Three months was all the vacation he could get. Here was a dilemma.

For months he had been laying his plans. His typewritten schedule, into which he had put so much thought, and about which he had built such expectations—was worth less than just so much scratch paper. The whole thing had to be done over—revised and condensed. And his boat sailed in forty-eight hours. What would you have done?

Here is what he did:

Came to the Travel Department of the Fletcher American Company. Told us his troubles. Let us help him to replan his trip.

And now he is on the Riviera—sailing on the revised schedule which it was possible for us to build up for him—quickly and accurately.

Service of that kind is all a part of the modernized service of this modern bank.

It is the kind of service which YOU are invited to use, whether your problem be one of foreign touring, banking or saving.

THE FLETCHER AMERICAN NATIONAL BANK

Capital and Surplus, \$3,375,000.00



INDUSTRY HAS BANKED WITH THE FLETCHER AMERICAN BANK FOR HALF A CENTURY



John McCormack

