

The Indianapolis Times

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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.

One-Way Streets

NOW they wish to eliminate the one-way traffic rule on N. Meridian St. All this agitation is caused by the fact that a reckless driver crashed head-on into the front of a street car at Illinois St. and Indiana Ave. at 3 o'clock the other morning.

It is argued that elimination of one-way traffic on Meridian St. will cut down speeding. It probably will. It will cut down speeding because it will be impossible to drive rapidly in a traffic jammed and confused two-way street in the rush hours.

Two-way traffic on Meridian St. during the rush hours is far more dangerous than one-way driving at a reasonable speed. In fairness, it must be admitted that many motorists are driving more than twenty-five miles an hour on Meridian St. during the one-way periods.

Why not retain the one-way system and require motorists to drive not more than twenty-five miles an hour?

The Highway Squabble

THE gravel interests are fighting desperately to retain the present highway commission. The crushed stone interests are fighting just as desperately to depose the commission. The reason, of course, is that the highway department uses gravel and not crushed stone in the construction of hard-surface roads. Whether gravel or crushed stone, or both, should be specified the ordinary observer is not in a position to say. The only interest of the public is in seeing that the best possible roads be constructed and maintained at the lowest possible cost.

The indictments against highway department men and others brought in the Marion County Criminal Court and the investigation being made by the United States Government have no connection whatever with the question of the use of gravel or crushed stone. This question is entirely beside the point, although some individuals and some publications are attempting to make the public believe it is involved.

The question, and the only one, involved in the indictments and in the investigation is that of the disposition made by the highway department of used war material. The department permitted to be shipped to Indiana huge quantities of material that could not conceivably be used in the construction and maintenance of roads. Then the highway department disposed of this material at ridiculously low prices without competitive bids and mostly to one concern.

The question of whether any law was violated in these peculiar transactions should be settled as speedily as possible. Public officials and the courts should not be influenced in any way by a controversy between the gravel men and the stone men.

The Legion

LED by a group of solid and substantial young men, American Legion members are in the midst of a membership campaign.

Bootlegging Ends Prohibition

Editor's Note: This is the fifteenth of a series of articles by Mr. Gardner reporting his operation of the liquor laws in the various provinces of Canada.

By Gilson Gardner

CALGARY, Alberta, Canada (By Mail)—The case of "Emperor Pick" illustrates as well as anything what helped largely to change public opinion in Canada on prohibition, and led finally to the adoption of the present government sales plan.

"Emperor Pick" was the title conferred by his patrons on the leading bootlegger of the Crown Nest Pass, a big mining settlement on the Alberta-British Columbia boundary line. He was Emilio Picarello, Italian fruit vendor. Beginning in a small way, the illegal running of rum, whisky and beer, he soon acquired wealth and prestige of a sort.

But there came a day when, in company with a woman compatriot, Mrs. Florence Lasandro, Picarello shot to death a provincial policeman following a chase of Picarello's son in a bootlegging car. Both Picarello and the woman, after a dramatic trial in Calgary, were hanged at Ft. Saskatchewan.

The trial attracted widespread attention. The farmer government, then in power, put forward every effort to convict the pair. The leading lawyer of the province was engaged to assist the Attorney General in the prosecution. Amazing ramifications of the bootlegging traffic were disclosed. A conviction was obtained and the death sentence dealt the two. When a reprieve was denied at Ottawa the telegraphic announcement in the legislature was roundly applauded. Mrs. Lasandro was the first woman hanged in the province of Alberta.

That is how the Canadians felt about bootlegging violence. They were trying to restore a spirit of respect for law.

But the drop had hardly been

sprung in this double hanging when another provincial policeman was killed as the rum-running car he was trying to stop crashed into a fence. The rum-runner was tried for murder but went free. The public mind was becoming saturated with stories of this sort.

Added to the local doings there were the stories of rum-running across the international border. Dangerous crimes by international bandits in "high powered cars," with the police arming for defense in armored cars carrying machine guns and gas bombs. The colts of the wild west days were replaced by "automatics" and the bronco by the "whisky six."

It was the same in all the western provinces—crime and bootlegging went together.

What then? Perhaps there could be found a better plan than this brand of "prohibition."

Causes for Change

Other causes contributing to the change of mind were:

The medical and pharmaceutical professions were becoming sensitive to their loss of standing through becoming the dispensers of drink on "prescriptions."

The public was growing cynical about the new world which was to follow the war and was reacting against much which had been accepted with the enthusiasm of patriotic sacrifice in 1916 under the name of "reform." Among these was prohibition.

Cutting off the importation of the "residential allowance" and other "tightening up" policies were regarded by many as "bad faith" on the part of the prohibitionists in the war.

Finally all the provinces were (and are) burdened with debt following the war, and were very anxious for

the war, and were very anxious for