

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.

They Know Jim

Was there design, or just discretion on the part of Gen. Dawes when he picked on Senator James Watson as the bad boy to be punished for violation of the Senate rule which says that Senators must face the Vice President when talking?

Gen. Dawes, you remember, ordered the Indiana Senator to face front and the reports of that event said that he finally stood "on the bias."

The next day the fiery Jim Reed of Missouri deliberately turned his back upon Dawes, talked as long as he pleased and received no rebuke.

It seems that the people back East understand the Indiana Senator quite as well as he is understood at home.

At any rate, the Baltimore Sun, finding some significance in the episode, takes this fling:

"The general's critics will say that the general is a wise man when it comes to picking some one to discipline."

But it may prove that Gen. Dawes has a sense of the fitness of things. Senator Watson, explaining that the Senator with whom he was in colloquy was in the opposite direction, stood on the bias and talked in both directions.

Could the Senator have assumed a more appropriate position? Was it not in consonance with his entire political career? Who shall deny that Gen. Dawes, famed as an artist no less than as a disciplinarian and statesman, foresaw Senator Watson's treatment of his demand and deliberately sought the treatment because of its delightful symbolic value?"

The one objection to such an explanation is that Dawes also has something of a record as an expert in efficiency and economy. He can not be suspected of wasting even the time of the Senate.

Why should he have thought there was any necessity of recalling to public attention a fact about Watson which is quite as apparent and as well known as his bulk?

But why should Watson worry? The home folks know him. He knows they know him. He hears once more that old refrain "Just like Jim." As he stands on the bias.

More Speed

Once again the Postoffice Department of the Government contributes to the cause of progress by making a new air mail record between New York and Chicago.

The fastest train between those cities requires twenty hours. The airplane actually traveled but four hours and thirty-five minutes. The total time required but six hours.

This mail plane had an average speed of 158 miles an hour for the entire distance.

Every new development in transportation has been followed by higher standards of living and a more general distribution of comforts.

In the early days, cities, such as they were, existed only on the banks of navigable water.

The first means of transportation was a log, which became a sail boat when man learned to think and to use the winds instead of his muscles as a motive power.

He was chained to the sea and the river, because this water transportation alone offered him an outlet and an escape.

The locomotive brought the development of the plains and the prairies.

The automobile is still working its transformation of our habits and economics.

The State highway commission announces an additional 900 miles of paved roads in the State as its goal for this year. That means a larger use of the auto and the truck because of swiftness and its convenience.

But the pioneering in air service is being done almost exclusively by the Postoffice Department under the guidance of Harry New.

He is proving each day that it is a commercial asset and a reliable means of transporting mail. Each new speed record made by his dependable fliers hastens the day when the airplane will be extensively used for transporting men, money and materials.

The man who pays extra fare to travel at the rate of sixty miles an hour will very soon be able to travel for even less money by airplane and cut the time of his trip to one-third.

The day of commercial aviation is just ahead and the cities which welcome it will reap the reward for their far sightedness, just as cities which subsidized railways in their early development grew while the laggard and the stingy found themselves reduced to villages.

An airport for Indianapolis would do much to make this a city of a million.

Waking Up

Now the War Department is wrathful because it is reported that certain aviation officers are surreptitiously doing all they can to further Col. Billy Mitchell's ideas about the air service.

Gradually the idea is penetrating at the capital. Some day the War Department may wake up and discover that almost every man who knows anything about flying wants to do his work under a competent flier, not under a swivel-chair general who has never been farther from the ground than the eighth floor of the Willard Hotel.

Who were the first aviators to cross the Atlantic Ocean?

The first trans-Atlantic flight by airplane was made by the United States Navy N. C. 4, with Lieutenant Commander A. C. Reid as commanding officer. The flight began at Trepassey Bay, Newfoundland, May 16, 1919, and ended when the plane arrived at Lisbon, Portugal, May 27, 1919, from whence it proceeded to Plymouth, England. It was not a non-stop flight. The first non-stop trans-Atlantic flight was made with a Vicker-Vimy aeroplane from St. John's, Newfoundland to Clifden, Ireland, June 14 and June 15, 1919. Capt. J. Alcock was the pilot and Lieut. Arthur Whitten Brown was the navigator. Both were in the British air service.

Is the book called "The Eve of War," by Bertram Foster, a true story or fiction?

How old is Clive Brook, movie actor; is he married, and what is his address?

He is in his 35th year and is married. His address is Cecil B. DeMille Studio, Culver City, California.

THE INDIANAPOLIS TIMES

Cincinnati Symphony and Mme. Elly Ney to Give Final Orchestral Concert Here

Here Monday



Fritz Reiner

THE Cincinnati Symphony Orchestra promises music lovers of Indianapolis on Monday night at the Murat one of the finest orchestra concerts of the season, when it will present the closing orchestra concert of the Indianapolis Symphony Society fourth annual season. Ona B. Talbot, managing director.

The orchestra will be under the personal direction of Fritz Reiner, the internationally famous young conductor, under whose leadership the Cincinnati organization has attained the very pinnacle of its artistic powers.

Mr. Reiner's influence and inspiration have added to the prestige of the orchestra of which he is head. Already famous throughout the musical world as an orchestral and operatic conductor, he won triumph after triumph last summer as guest conductor at the famous Hollywood bowl concerts in Los Angeles, and at the Stadium concerts in New York. The same qualities of musicianship and leadership that have won him acclaim elsewhere will be in evidence when he appears here on Monday night at the head of his own great organization.

Mme. Elly Ney, famous pianist, will appear for the first time in Indianapolis as soloist with the orchestra. By many Mme. Ney is considered the logical successor of Orla, the greatest woman pianist of the last generation.

The following is the complete program for the concert:

Suite from "The Water Music" Haendel-Harty
Allegro
Air
Prelude
Andante
Allegro deciso
Fantasy for piano and orchestra Schubert-Liszt
"Wanderer," Op. 15 Schubert-Liszt
Sonata form in Major Duparc
(a) "La Chanson d'Amour" Duparc
(b) "La Vie Interdite" Duparc
(c) "Phantom" Duparc

Three Songs for Chorus and Orchestra Strauss
(a) "Wanderer" Strauss
(b) "Von der Jugend" Strauss
(c) "Von der Jugend" Strauss

Allegro Strauss

Allegro deciso Strauss

Fantasy for piano and orchestra Schubert-Liszt
"Wanderer," Op. 15 Schubert-Liszt
Sonata form in Major Duparc
(a) "La Chanson d'Amour" Strauss
(b) "Von der Jugend" Strauss

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