

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.

KNOW YOUR STATE

INDIANA has the first big laboratory for the development of the automotive industry, the Speedway, at Indianapolis. Here annually are tested the products of the most ingenious automobile engineers who have reduced internal combustion engines in size and cost as a result of experiments and demonstrations. The Speedway is designated the "proving ground of the automobile engine."

A NEW STRIKE

The president of the street railway company has gone on strike.

He has struck against any attempt by public sentiment to demand a thorough investigation of the operation of the public utility he heads.

He has struck against the theory that citizens have any legitimate interest in fundamental justice in this city in regard to public utilities.

He has struck against the principle that there can be something higher than technical verbiage in written contracts.

The people of this community owe a debt of gratitude to the five outstanding citizens who attempted to bring peace to the street car controversy.

They owe that debt even if there is nothing more accomplished than their appeal to the Governor to bring mediation and inquiry.

They owe that debt because it has revealed the attitude of the head of that company toward the public and toward this city.

The committee tried to investigate. It found that men who struck were contending that they were underpaid. They found that the men who struck, less than half of all employed, charged that the wage paid here is lower than in other cities, lower than is paid for similar work and character in this city, too low to maintain a family in decency without working seventy hours a week.

They found that the charge was made that there was no opportunity for collective bargaining such as is endorsed by President Coolidge.

And they asked the Governor of the State to act. What they found, which was more important, was the attitude of the street car company.

The head of that company, within a few hours of the filing of the report by these citizens, openly defied the Governor to name a committee.

He took the attitude that the men who struck are no longer employes to be considered in any arbitration.

He said there was nothing to arbitrate and defied the Governor to act.

He insisted that the individual contract with each employee is binding, that the law under which the Governor is asked to act, is not applicable to his company.

And despite the claim that new men have been employed sufficient to operate all cars and able to run all cars, he ends with the suggestion that the men who struck be advised to come back and apply for work.

He made that defiance despite the fact that the manufacturers' Association had just posted an offer of \$1,000 for evidence of dynamiting and violence, an offer which was timely and needed.

No friend of the men who struck will believe that they could gain a point by dynamite. That offer will curb, perhaps, any hot-headed and ill-advised sympathizers from attempting terrorism. It will help to prevent disorder. There must be no rioting or terrorism.

But when it is necessary to make such an offer, it is hardly the time to refuse a full inquiry.

The people of this city want to know the facts and are entitled to have the whole affair probed so that there may be an answer that will be permanent.

The people are entitled to service from capable men and experienced men.

The people are entitled to ride with men who are drawing a decent and a living wage.

The people are entitled to protection against constant recurrence of strikes and disruption of their utilities.

The people are entitled to some inquiry as long as the operation of cars is being waged upon a war basis with bonuses for service and with police compelled to give a large part of their time to this one institution.

The suggestion of the citizens committee for a board of inquiry named by the Governor is not drastic.

It is no time for technicalities. It is no time for quibbles and weasel words.

There is but one question and that is whether the men who operate the street cars for the people of Indianapolis are working under conditions which those who ride would wish them to live.

Permanent peace and substantial justice in the public utilities must be had. These men who struck may be all wrong. These men may be misguided kickers. They may be misled and tools of ingenious trouble makers. Their claims may be all wrong.

But the one quick way to let the people of this city, who finally pay the bills, know all the facts and to give them a chance to base sentiment and opinion on them, has been suggested by these citizens who asked for a board of arbitration and inquiry.

PURIFYING THE MOVIES

Murder has been regarded as a crime. Yet we see murder in the movies. Why?

Morris McNamee tampers with the affections of Mrs. Harold Hemingway. That transgresses the moral law, they say, but we see it in the movies.

A bank cashier wraps up \$75,000 in crisp new bills and leaves unostentatiously for Tacna-Arcoa. Thereby he rips wide open several laws, but we see it in the movies.

An uncombed gentleman of the plains slays the chauffeur of a stage coach, robs the passengers and frightens the ladies (not to mention the male folk), thereby grinding in the dust several laws and orders, including the one about combing your hair.

This undoubtedly sets a bad example to all who see it. Whenever a person sees a movie stage coach robbery, he thinks, "Why, I never thought of that! I shall go out and rob a stage coach this very night!"

But now! A middle-class family gives a party and the guests gather around a punch bowl with a

kick in it. Shall that be seen in the movies? Nay, nay, is the latest order of Will Hays, czar of the flickering kingdom, this shall not be shown on the screen.

It all reminds us of an ancient day when mother used to signal Susie whenever half an inch of her ankle was indiscreetly peeking out from under one of those tents young ladies used to hide under. The ankle was there, of course, all the time, and pretty nearly everybody was pretty sure it was, but the sight of it undoubtedly prompted vast licentiousness in man.

WHY WORRY?

Hysterical alarmists who are convinced that the younger generation is headed straight for the bow-wow may find a grain of comfort in the observation of Dr. E. C. Broome, superintendent of the Philadelphia public schools.

The schoolboy of today is better behaved than was his father, is happier in his work, makes better use of his time, and is getting a better brand of education than used to be dispensed in the little red schoolhouse. All this according to Dr. Broome.

Certain it is that education today is making a rather strenuous effort to please the American student body with its diversity of subjects and scientific methods of instruction. It has overcome its status as a dreaded ordeal and has become a welcome part of adolescent life. Surely perdition and education do not lie long the same path!

IOWA STIRS 'EM UP

Iowa again has the center of the stage. Two meetings are to be held there this week which may deeply affect political developments.

One is a conference of the representatives of the eleven so-called corn belt States. The other is the Republican State convention.

The farm conference, called by Governor Hammill of Iowa, has as its avowed object passage by the next congress of an agricultural relief bill, modeled on the McNary-Haugen bill with its \$375,000,000 revolving fund, which was rejected by the session just ended. An alliance of the farmers in the wheat and cotton areas with those of the corn States is certain to be discussed. So is tariff revision.

The Republican convention will be asked to ratify the nomination of ex-Senator Smith W. Brookhart, who defeated Senator Albert B. Cummins on an anti-Coolidge platform, which denounced the world court, the Mellon tax reduction program and the foreign debt settlements, and upheld the McNary-Haugen bill which Coolidge opposed. The issue is clear cut. The convention can not uphold both Coolidge and Brookhart.

Politicians are wondering to what extent the rebellion in Iowa may be regarded as symbolic of feeling throughout the agricultural west.

A BAD EXAMPLE

A galaxy of American millionaires sailed this week for Europe on the Majestic, a British ship, the United Press informs us.

Included in the group were Secretary of the Treasury Andrew W. Mellon, J. P. Morgan, banker; Charles W. Steele, one of his partners; Clarence W. Mackay, president of the Postal Telegraph Company, and William S. Vare, Republican candidate for Senator from Pennsylvania.

A few days ago a dispatch from New York pointed out that one reason American Government-owned and operated ships lose money is because Americans insist on sailing on foreign owned ships.

It would seem that the group of American millionaires who chose the Majestic might set an example for their fellow citizens.

All know the difficulties which have surrounded operations of the American merchant marine. None knows it better than Secretary Mellon and Representative Vare, the latter a member of the House Appropriations Committee.

Only in the United States do citizens show such lack of national pride. The English patronize their own vessels. So does every other nationality except Americans.

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Tracy

Europe Is Being Drawn
Together by Common
Dislike for U. S.

By M. E. Tracy

Resentment toward the United States—that is Europe's outstanding impulse today. It is the impulse which is drawing European peoples closer together, which is inspiring European governments to make common cause which is doing most to obliterate European intrigue and jealousy.

We are no longer dealing with a calm, deliberate disposition to baffle or to outwit.

Crippled soldiers have already paraded the streets of Paris in solemn protest, while yesterday leaders of various factions in the British House of Commons—Churchill, Lloyd George, Philip Snowden, Hilton Young, found happy accord in denouncing us.

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