

The Richmond Palladium

—and Sun-Telegram—

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RICHMOND, INDIANA.

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W. H. Poundstone News EditorSUBSCRIPTION TERMS.
In Richmond \$5.00 per year (in advance) or 10c per week.MAIL SUBSCRIPTIONS.
One year, in advance \$5.00
Six months, in advance 2.50
One month, in advance45RURAL ROUTES.
One year, in advance \$2.00
Two months, in advance 1.00
One month, in advance50

Address changed as often as desired; both new and old addresses must be given.

Subscribers will please remit with order which should be given for a specified term; name will not be entered until payment is received.

Entered at Richmond, Indiana, post office as second class mail matter.

New York Representatives—Payne & Young, 30-34 West 33rd street, and 28-35 West 32nd street, New York, N. Y.

Chicago Representatives—Payne & Young, 747-748 Marquette Building, Chicago, Ill.

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certified by the Association.

T. J. Schenck, Secretary.

RICHMOND, INDIANA
"PANIC PROOF CITY"

Has a population of 22,000 and is growing. It is the county seat of Wayne County, and the leading center of a rich agricultural community. It is located due east from Indianapolis 69 miles and 4 miles from the state line.

Richmond is a city of homes and of industry. Primarily a manufacturing city, it is also a popular vacation resort. Indiana and enjoys the retail trade of the populous community for miles around.

Richmond is proud of its splendid streets, well kept yards, its cement sidewalks and beautiful trees. It has 3 national banks, 2 trust companies and 4 building associations with combined resources over \$100,000,000. Number of factories 125; capital invested \$7,000,000, with an annual output of \$25,000,000, and a population of 22,000.

The total tax roll for the city amounts to approximately \$6,300,000 annually.

There are five railroad companies radiating in eight different directions from the city. Indiana has eight railroads daily.

The total outgoing freight daily, 750,000 lbs.

Yard facilities, per day, 7,700.

Number of passenger trains daily 82.

Number of freight trains daily 77.

The annual post office revenue is \$80,000.

Total assessed valuation of the city \$150,000,000.

Richmond has two interurban railroads. Their aggregate with a combined circulation of 12,000.

Richmond is the greatest hardware manufacturing city in the state and only second in the nation in
industrial interest.

It has a piano factory producing a high grade piano, average price \$150.00.

Leader in the manufacture of traction engines, and produces more than 1000 traction engines.

Manufactures roller skates, grain drills and burial caskets than any other city in the world.

Richmond has 2,640 acres of public parks, 10 public schools and has the finest and most complete high school in the state under construction; 2 parochial schools; Earham college and the Indiana State Normal College; five splendid fire companies; fine houses; Glen Miller park, the largest and most beautiful park in Indiana, the home of Glen Miller; municipal electric light plant; municipal water works and a private electric light plant, insuring competition; the oldest public library in the state, except Boston, and contains 100,000 volumes; pure, refreshing water, unsurpassed; 65 miles of improved roads; 100,000 yards of asphalt; 25 miles of cement curb and gutter combined; 40 miles of cement walks, and many miles of brick walkways; 100,000 yards of brick paving; 100,000 yards of brick paving; the Reid Memorial, built at a cost of \$250,000; Reid Memorial Hospital, one of the most modern in the state; W. M. C. building, erected at a cost of \$100,000, one of the finest in the state. The Indianapolis and Eastern Indiana and Western Ohio.

No city in the state of Indiana holds a fine annual art exhibition. The Richmond Art Festival held each October is unique, no other city holds a similar affair, given in the interest of the city and financed by the business men.

Success awaiting anyone with enterprise in the Panic Proof City.

This Is My 45th Birthday

EZR RIPLEY THAYER.

Ezra Ripley Thayer, dean of the Harvard Law school, was born in Milton, Mass., Feb. 21, 1866, the son of Professor James Bradley Thayer who was long a member of the Harvard law faculty. He studied at the Cambridge high school and also received private instruction at Athens, Greece. After graduating from Harvard in 1888 he was served for a time as secretary of Justice Horace Gray of the supreme court of the United States and in 1891 was admitted to the Massachusetts bar. He began practice in Boston and soon attained a position of prominence in his chosen profession. While engaged in his private practice he lectured frequently at the Harvard law school and in 1909 he was selected as dean of that institution to succeed the late Prof. James Barr Ames.

MASONIC CALENDAR

Tuesday, Feb. 21—Richmond Lodge, No. 156, F. & A. M. Called meeting. Work in Fellowcraft degree.

Thursday, Feb. 23—Webb Lodge, No. 24, F. & A. M. Called meeting. Work in Entered Apprentice degree.

More Facts

The Palladium has promised to back up its statements that the postal deficit is not caused by the magazines. Later in this article the figures appear.

But before any further statement is made let us cite still one further example of what the intent of the rider attached by Hitchcock and Taft to the postal appropriation bill amounts to.

A brief summary should precede it.

Max Pam, a Chicago corporation attorney has been representing the President personally in this postal-magazine controversy.

The controversy went on—finally Pam told the magazine owners that there was no need for the controversy to go further for the administration was ready to drop it. The magazine owners naturally agreed.

On February 8, Taft sent for Hitchcock, "Sunny Jim" Sherman and Senators Carter and Crane. He demanded that the postal rates should be raised to include magazines.

The four hurried from the White House to where the postal committee was sitting. They obtained a ready hearing. The next day this was suddenly reported out by the committee. And that is all the notice that the magazines got after dealing with the accredited representative of the administration, Mr. Max Pam.

Another chapter:

When the storm of protest went up all over the country, much to the surprise of Hitchcock and the president—the administration began to hunt around for some way to head it off. They had misjudged the amount of interest that was being taken.

The farm papers began to take it up (and we are going to show later what the Farm Journal did).

Hitchcock went to these men and told them that he would give them immunity. He promised that there should be no advance of 400 per cent as far as they were concerned.

That proved one thing:

It was the national magazines and not the deficit that Taft was after.

Taft has all along been claiming that the national magazines are responsible for the deficit of the postoffice which the American people are commencing to see has been brought about by faulty business management regarding the railroad and express graft and a service shot to pieces by bureaucratic intrigue from up above.

Read this and see what you think of the postoffice departments own figures!

If Mr. Hitchcock and the president are not dealing out punishment to those magazines that are telling the truth they at least should be the last persons on earth to say (since the order) that Wilmer Atkinson is moved by personal animus to such an extent that these figures taken from the postal reports and equally trustworthy sources, do not prove something, even if Atkinson is the editor of the Farm Journal with 3,000,000 readers.

These give the lie direct to the charge that the magazines are responsible for the deficit:

In 1860 the postal deficit was \$10,652,543; in 1910 it was \$5,848,566.

The postage rate was four times greater in 1860 than now.

Coming down twelve years to 1872, the total weight of second class matter was, that year, less than 65,000,000 pounds. Now it is 817,428,141 pounds, twelve times greater.

Then the postage rate was more than double what it is now. Then the gross revenue was \$21,915,426; now it is \$224,128,657, over ten times as much.

Then there was no free delivery; now that system costs \$36,923,737.

Then there were no registered letters; now there are 42,053,574 a year. Then there were issued \$48,515,532 of domestic money orders; now there are issued \$547,993,641. Then postmasters were paid \$5,121,665; now they are paid \$27,514,362; and their clerks are paid \$38,035,456.62. Then city delivery cost but little; now it costs \$31,805,485.28.

Observe that the weight of second class matter is 752,428,141 pounds greater than in 1872, costing therefore (according to some official mathematicians), more than 9 cents a pound for transportation, or a total of \$67,718,532.69. The deficit for 1910 is almost identical with that of 1872.

At late as 1885 the government income from the issue of stamps, stamped envelopes and wrappers and postal cards was \$39,924,137.70; in 1910 it was \$202,064,887.96, more than five times as much. The number of registered letters issued in 1885 was 11,043,256; in 1910 it was 40,151,797.

The amount of money orders issued rose from \$117,858,921 in 1885 to \$498,699,637 in 1910. The total postal receipts rose from \$42,560,844 in 1885 to \$224,129,657 in 1910, an increase of \$181,567,83.

The postage rate on second-class matter in 1885 was double what it is now. During the intervening period the weight of second-class matter had increased about 600,000,000 pounds.

Now we will get down a little closer in this business and see what has happened within the last five years:

In 1906 there was a gain in weight of second-class matter of 41,674,086 pounds; in that year the deficit was \$10,516,999. In 1907 there was a gain in weight of 52,616,336 pounds, 11,000,000 pounds more than in 1906; the deficit was reduced to \$6,653,283. In 1908 there was a loss instead of a gain in weight of second-class matter of 18,079,292 pounds; the deficit went up to \$16,873,223, an increase over the year before of more than \$10,000,000. In 1909 there was only a slight gain in weight of 28,367,298 pounds; the deficit went up to \$17,441,719. In 1910 there was a gain in weight of 94,865,884 pounds the largest ever known, and the deficit dropped to \$5,818,566.88.

From 1906 to 1910 there were 198,863,387 pounds increase in the weight of second-class matter; the deficit was \$4,668,432.12 less in 1910 than in 1906.

The impression is prevalent that the amount paid for railroad transportation was cut down the past year, but the truth is that the railroads were paid \$44,654,514.97; the railway mail service and the post-office car service cost \$24,065,218.88, a total of \$68,719,733.85, which is more by a half million than was paid in 1909 and over \$7,000,000 more than was paid in 1906.

In the whole history of the postoffice department, neither an increase of second-class matter nor a reduction of the postage rate has ever increased deficits, not matter what burdens have been piled upon the service in the way of an extension of city delivery, the establishment of rural free delivery, the multiplication in number and increase of pay of officials, increase of government free matter, increase of railroad and other transportation charges, nor an increase in the obstructive energies of postal officials directed against the publishing business.

It has come to be generally understood and conceded that second-class matter originates more of the other classes. The postal commission testifies that: "No sane man will deny that second-class matter is the immediate cause of great quantities of first-class matter." Mr. Madden and Mr. Lawshe said the same thing. Mr. Meyer said that: "It is known that second-class matter is instrumental in originating a large amount of other classes of mail matter." To what extent this is so cannot be determined with exactitude, but the official figures given throw a flood of light on the subject.

There are four classes of (paid) mail matter—first, second, third and fourth. The first comprises letters and postals, the second newspapers and periodicals, the third circulars and the fourth merchandise.

How, of themselves, could the first, third and fourth classes develop faster than the growth of population? Does not this extension depend upon the business energy and the intellectual activity of the people, and in turn do not these depend very largely upon the circulation of the public press?

Will it, therefore, be deemed unreasonable to conclude that of the \$202,064,887.96 of stamps sold for the first, third and fourth classes of mail matter last year, \$150,000,000 of it originated immediately, remately, and cumulatively from the second class? How else than in some such



way can we account for the prodigious development of the postal business, which has outrun population six-fold or more?

The late Senator Dolliver, at the American Periodical association's banquet at the New Willard Hotel at Washington a year ago, said: "I look upon every one of your little advertisements as a traveling salesman for the industries of the United States."

The amazing development of the industries of the country is in a large measure due to second-class matter; the great increase of second-class matter is due to the low postage rate, and the wonderful expansion of the postal establishment is based chiefly upon the widespread distribution of newspapers and periodicals.

The foregoing figures are official, and their significance can be interpreted by any intelligent and thoughtful person. In the presence of these figures, is it too much to claim that the government has never lost a dollar in transporting second-class mail; that it is by far the most profitable of any, and that, were it withdrawn or greatly curtailed by an increase of rate, the postal establishment would collapse into bankruptcy?

Those figures give the lie to Hitchcock. Is there any doubt now as to whom the bill now before congress is aimed at. And why?

Also if Hitchcock can promise immunity to any periodicals does it not make him censor of the press?

Why should the owner of the bureaucratic steam roller be the controller of the press of America?

Is this the beginning or the end of the American despotism?

Let's kill it now. This may be the last chance.

DIVER INJURED WHILE WALKING

Lebanon, Ind., Feb. 21.—L. M. Miller, a submarine diver in the service of the United States army, was found unconscious at a street crossing of the Big Four railroad. He had walked to this place from Indianapolis, consuming two days in the journey and sleeping two nights in the woods. At the crossing he was climbing between two cars when they were pulled apart and he was thrown to the ground and badly injured.

He wore a medal for bravery in the war, and carried a picture of his wife and a letter of recommendation from the quartermaster's department of the United States army. He was recently with the engineering corps at the scene of the Mexican insurrection. Miller's wife and two children are living at Highwood, Ill., and he was attempting to reach that place.

There are about three thousand weddings every twenty-four hours, taking the entire world into consideration.

A Distinction.
"What's your boy learning at college?" "I don't know. I can only tell you what he's studying."—Exchange.

"THIS DATE IN HISTORY"

FEBRUARY 21.

1677—B. de Spinoza, celebrated as a defender of the doctrine of atheism, died. Born in 1632.

1711—Charles Craven commissioned as colonial governor of South Carolina.

1813—Ogdensburg, N. Y., captured by a force of British and Canadian soldiers.

1829—Virginia general assembly passed a resolution condemning the first high tariff bill as unconstitutional.

1848—John Quincy Adams, sixth president of the U. S., died in Washington, D. C. Born in Quincy, Mass., July 11, 1767.

1849—British under Lord Gough defeated the Sikhs in bloody battle at Georat.

1854—Czar of Russia proclaimed war against the Turks.

1856—Roman Catholic diocese of London, Ont., was established.

1882—Charles Bradlaugh expelled from the British House of Commons.

1891—Gen. William Tecumseh Sherman buried at St. Louis.

1910—The new British Parliament was formally opened by King Edward with a speech from the throne.

KILL PAVING BILL

Measure Denounced as Menace to the Citizens.

(Palladium Special)

Indianapolis, Feb. 21.—Forty-two members of the house of representatives heroically voted the bill of Representative Thornton, Monday afternoon to "save me child" although Representative Maas assured them the child was in no danger and furthermore it was not the offspring of the man who claimed it. The infant in question was the Thornton paving law and the