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Real Wages

A local manufacturer said to us not long since, "What do I care about municipal affairs? I believe every manufacturer should stick strictly to his own business and let the city stick to its. The manufacturer who dabbles in the Commercial Club and similar enterprises is wasting his time. If he sees that his men are paid honest wages he has fulfilled his obligations to the community."

A shorter sighted policy could hardly be conceived. For a manufacturer to lock himself up in a private office is to prepare his own grave as a business man. And aside from the narrow outlook he is sure to have he makes the biggest imaginable blunder when he says, "I fix the wages of my men."

What are wages? Are they the dollars in a workman's pay envelope? No indeed! A man's real wages are the quality of life which his pay enables him to secure. If in Chicago a man receives fifty dollars per week but houses in a tenement and breathes foul air and dies early of the White Plague he is receiving less in actual wage than the village shoe-maker whose income is ten per week but has pure food, fresh air, and the joys of a healthy social life.

It is the community which fixes real wages. And manufacturers are missing the point when they think they have secured a higher degree of efficiency when they have increased pay. Efficient workmen cannot be had until the social conditions in which they work make them healthy, contented and willing.

Manufacturers who devote money and time to increasing the life standard of Richmond are doing more to raise wages than the employer who merely puts one more dollar each week in the pay.

The Case of Harry Thaw

The efforts to release Harry K. Thaw from Matteawan State Hospital are revealed in their true light through a remarkable paper published by Dr. Austin Flint in the New York Medical Journal. Dr. Flint is an expert psychiatrist and knows whereof he speaks. The upshot of the entire case as presented by him is that Thaw is a sadist of the most pronounced type. What this signifies will be plain when we have grasped the meaning of this term.

The Count de Sade (we follow Dr. Flint throughout) was a Parisian, born in 1740. While serving as a youth in the army he developed as an extreme licentiate and finally committed a monstrous crime and was sentenced to death. Effecting his escape he later committed a lust murder, was sent to the Bastille, later to the Charenton hospital, and died in 1815, insane.

This perverted sexo-maniac gave the name to a type of sex crime which, we may be thankful, has been infrequent. A scanty dozen cases are on record with clinical exactness.

Prof. Garnier defines sadism as that form of sex perversion in which the victim is mutilated or otherwise violently treated. In its first form it is usually Platonic, the maniac performing his acts in the imagination. A second stage develops when victims are mildly abused and flagellated. In the third stage brutal injuries often leading to death are inflicted on the lured dupe. In the final and extreme stage the victim's body is terribly mutilated and often torn to pieces.

Of this extreme type the notorious "Jack the Ripper," never captured but supposed to have committed the Whitechapel murders of 1887 to 1889, is the plainest example. This degenerate in his storms of frenzied lust would often disembowel his victim after murder or commit other monstrous extravagances of mutilation.

"Sadism," says Dr. Flint, "is the most important form of sexual perversion, in that it leads to crime, often of the most revolting and horrible character."

And Harry K. Thaw, he says, "was a pronounced sadist."

Entering life with a tainted heredity Thaw became a neuropathic youth of almost uncontrollable passions. Before manhood he had developed into a well defined paranoiac with dementia and criminal tendencies. In 1903 the woman he afterwards married told him a gruesome tale of perversion and crime. This became the basis of a long development of hallucination in which the perversely imagined a group of wealthy debauches in New York were luring innocent young girls to their apartments to be violated and drugged. The idea became fixed in Thaw's mind that he was called of Providence to rescue these girls and punish the wretches. Finally his hallucination centered on one man. In true paranoiac style he chose a spectacular manner of murdering the victim with results familiar to all.

During and after the trial Thaw developed many extraordinary hallucinations. In the jail he heard little girls screaming, at court he imagined his own lawyers were plotting against him,

and he repeatedly sent letters to the judge telling him how to dispose of cases being heard.

At last, after two trials he was committed to Matteawan Hospital to remain until his recent notorious escape.

And now his family, his friends, and the best legal talent to be secured at any price are straining every nerve to have this maniac and sadist freed and turned loose in society.

Why Britain Won't Exhibit

Newspapers of a more or less yellow hue have made much of Britain's refusal to build a pavilion and exhibit British goods at the government's expense. The theory has been that John Bull was peeved because we didn't arbitrate the Panama Canal question and takes this method of giving us tit for tat. But now comes Sir Edward Grey, England's minister of foreign relations, and explains that the affair would have cost his government too much money in view of the returns. He argues that an adequate display would cost over a million, a sum altogether too high in view of the millions spent during the past few years on other expositions. Besides, he says, the Panama Canal Exposition will be a "gigantic national advertisement" and Englishmen are not of a mind to help Yankee prosperity at so great a price.

The Tariff Achievement

Milwaukee Journal.

The Underwood tariff bill has become a law. For the first time in fifty years the interests of the people have triumphed in the enactment of a tariff measure. Party pledges have been observed, the tariff has been removed or substantially lowered on many articles of common necessity, most of all a beginning has been made of showing the falsity of the claim that high tariffs have been protecting American labor. The fundamental of the tariff question has probably been settled for all time. It is a big half year's work.

Yet not even the tremendous importance of a tariff that comes so much nearer an honest measure, so much nearer the needs of the people of the land, that is a sincere attempt, as no tariff has been in a quarter of a century, to live up to party pledges—not even this is the thing of greatest value to the nation in the passage of the tariff measure. The one thing of overwhelming import is that privilege, entrenched, ramified in a thousand directions, bringing 10,000 influences to bear in the fight for its life, has been overthrown. In the greatest issue it has made in a half century, brought to a crisis after repeated failure, representative government has triumphed. This is a great victory, whose immediate results cannot fail to be far reaching and whose effects must last for very many years. It is long before a bully forgets the man who is given him a sound beating, and the satellites of a bully are never again so firmly attached after their leader has been whipped.

To President Wilson is due great credit for the leadership which has brought to success a doubtful issue, for the courage which has made him unyielding when he knew that he was right, for the vision which revealed to him that with the people of a great country at his back, he must succeed if he did not falter. For this has been the secret of his leadership—no mysterious whip that he yielded on congressmen and senators, but the knowledge that the country was with him, the straightforwardness with which he reminded the people's representatives of their masters' commands and the frankness with which he has told the country of the efforts made to influence legislation.

It is this character of a reaffirmation of the principle of representative government that gives to the passage of the tariff the distinction of an epoch-making event and to the world the assurance that the American experiment in democracy has not yet failed.

SONG

Stay, stay at home, my heart, and rest;
Home-keeping hearts are happiest.
For those that wander they know not where
Are full of trouble and full of care;
To stay at home is best.

Weary and homesick and distressed,
They wander east, they wander west,
And are baffled and beaten and blown about
By the winds of the wilderness of doubt;
To stay at home is best.

Then stay at home, my heart, and rest;
The bird is safest in its nest;
O'er all that flutter their wings and fly
A hawk is hovering in the sky;
To stay at home is best.

—Henry Wadsworth Longfellow.

POINTED PARAGRAPHS

NOT SO FRANK NOW.

Toledo Blade.
"I do not know much about the tariff," said Abraham Lincoln. There are many men who don't know much about the tariff, but they are not enough like Lincoln to admit it.

DEFICIT SHRINKS RAPIDLY.

Kansas City Star.
The \$30,000 reported to have been stolen from the San Francisco mint has shrunk to \$7, and it may yet develop that some careless clerk substituted a slot machine slug or a suspender button for a 1-cent piece.

SHOULDN'T BECOME DISCOURAGED.

New York World.
Joe Cannon's statement, "If the Democrats really do all they have promised, I'll be damned if I don't turn Democrat myself," should not deter either the administration or Congress from persisting in its efforts.

Introduced Newport to Tango Dance



Miss Marguerite Caperton, daughter of Admiral and Mrs. William William B. Caperton, who, according to the press dispatches has introduced Newport society to the tango, the latest dance. As Miss Caperton is the best dancer in the Army and Navy set at Newport, her leadership will, in this as in other innovations, be largely followed. It was Miss Caperton who introduced roller skate waltzing at Newport.

First Auto Appeared in City 15 Years Ago

Fifteen years ago yesterday, on October 6, 1898, there appeared in Richmond, a small two-passenger automobile made by the White Steamer Automobile company, heading a parade of the Henry Minstrels. The minstrel was advertised far and wide, the feature of it being the exhibition of the first automobile in use in this part of the state. Crowds of people were in the streets when the parade started up Main street, headed by the chugging little steamer in which H. Henry, the manager of the minstrels, rode with his wife.

Al Spekenheiser, who is now a resident of the southwest, saw the machine and bargained with Henry for it. The price he offered was an inducement to the minstrel man and Spekenheiser took possession of it and is credited with owning Richmond's first automobile.

Striking Coincidence.

That the purchase of the car and the appearance on the streets happened to be on that date, was a coincidence, as on the same date just 65 years before, the first automobile made its first run on the streets of Oxford, England, and over a rough country road to Birmingham, creating as much interest among the English as the first steamer created among the Richmondtites.

The credit for the invention of the first self-propelled carriage, which was run over roads like the present automobile, but resembling little the motor vehicles of today, is due not to modern inventors of twenty-five or thirty years ago, but to Captain Ogle, an officer of the British army, who 84 years ago yesterday, made the first trip known in a wooden carriage, equipped with a steam engine, which sent it over the roads at a speed of scarcely more than twelve or fifteen miles an hour.

London periodicals describe the start from Oxford as a "grand spectacle." It was on a holiday when there were many people in the old town of Oxford. Special attention was called to the brake, which was then considered one of the leading inventions in use on the machine.

As the queer vehicle was approaching Birmingham, after having made a long journey over rough and hilly roads, the coke supply was exhausted and no more steam could be generated, the residents of Birmingham lent a willing hand to Ogle in pushing the crude affair into the court of the town.

No historian has ever heralded the invention of Captain Ogle and but for the newspaper account of that date, nothing of his exploit would be known today. Even the inventor's Christian name has been lost and he is known merely as Captain Ogle.

Following the invention of the army officer, motor car industry ceased altogether until after 1870. Since that time, the men who have worked on self-propelled machines, have succeeded in perfecting them until today, the present, luxurious limousine and the racy roadster are the result. It has been only written within the past twelve or thirteen years that the automobile industry has grown to its present gigantic proportions.

Dr. Charles I. Stotemyer, trustee of Jefferson township today issued the following statement:

Dr. J. E. King, county health commissioner of Wayne county, made one of his "fault-finding" trips through the western part of Wayne county recently and apparently hurried back to Richmond that he might relieve his mind (?) of some "ridiculous" matter for his favorite "mud-slinger."

Among other places "ripped up" by Dr. King in an afternoon newspaper of September 24, was Jefferson township, the school condition of which he styles as "deplorable." He says "I went into the school building at 10 o'clock in the morning and the air was stifling. Every door and window in the school building was closed. There was absolutely no chance for fresh air to circulate. In the primary room there was one small child asleep." Just four

years ago Dr. King as county health commissioner ordered Jefferson township to abandon all of its old school buildings, which it did, and he approved the plan of the proposed new building to be built east of Hagerstown, and accepted it when completed and furnished, as being ideal in every way and fully up to the state requirements, and each year thereafter as he would make his inspections of the school buildings, started to teachers and trustees that upon testing the air in the building when all doors and windows were closed, that there was a complete change of all the air in the rooms every fifteen minutes.

Now upon this particular visit and without the aid of an instrument he makes the foregoing startling statement. There is in the school building what is known as the gravity system of heating and ventilating, with the dry-closet system also, and was fully approved by county authorities and state representative and we believe today is alright so far as ventilation is concerned. This system of ventilation works best when all doors and windows are closed.

The mere fact that a small child of the primary room was asleep at 10 o'clock in the morning should not be taken by any rational individual as proof that the child was in a comatose condition from breathing foul air, especially by one who had repeatedly tested this same building and found it to have a complete change of air every fifteen minutes.

In speaking personally with Dr. King and presenting these facts he stated we would get a perfect of competent ventilation of the school rooms only in zero weather and at all other times it would be absolutely necessary to keep doors and windows open that the children might have proper air. Think of a statement of this kind following so soon after his previous statements.

In regard to the west school building being overcrowded there was in the primary room the day Dr. King visited the school, 46 pupils in a room 23'x28'x12', with a cloak room at the side and communicating with open door 15'x4'x12', being a few cubic feet per pupil less than the prescribed 225 cubic feet per pupil. The room has a thorough ventilating system even when the doors and windows are closed.

While at the west school the commissioner noticed as he said 100 flies in one of the school backs, which fact (?) seemed to worry his dignity (?) very much, notwithstanding the fact he might have seen many more flies in the school rooms where he opened the doors and windows, had he returned next day, to say nothing of the colds contracted by direct draft upon the children. He stated the backs were in good condition as well as the men who drive them.

Dr. King caused a great deal of annoyance last winter by arbitrarily contending that a hack driver should be permitted to go from his own family where there were a number of cases of measles, and get into and drive the school hack and sit in the closed hack with 12 or 15 small children that had never had the measles without changing his clothing or even disinfecting them, notwithstanding Dr. Hurty's instructions in the case were "by all means stop this hack driver and do not allow him to drive the hack so long as he has measles in his own family."

Just such contradictions and erratic actions on the part of our county health commissioner will add nothing to the sanitary conditions of the county but will cause contentions and work unwarranted hardships to the taxpayers. The question is universally asked in every township of the county, cannot the county commissioners find a competent physician to serve the people as county health commissioner and thus relieve the people of the present burdensome incumbent?

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