CLASSIFIED ADVERTISEMENTS

All ads under this heading are 5 cents per line each insertion and must be paid for in advance. The average is about 6 words per line, and parties wishing to send ads by mail may figure on this basis.

FOR SALE: 20 improved farms on easy terms. Several on State road from Tell City to Troy also from Troy to Newtonville.
SIMON PHILIPS
12-15-8t Troy, Ind.

FOR SALE: A number of desireable business and private residences in Troy. 12-15-8t
SIMON PHILIPS
Dealer in Real Estate Troy Ind.

Good Property For Sale

Two frame dwellings and one lot located in the best part of Tell City, on 816 Main St. For particulars see A. E. Herrmann, next door to property. Dec. 8-4t

FOR SALE:—My business house cor. Main & Washington Sts. Write
JOHN L. STALDER,
328 Cherry St.
10-27-tf Toledo, Ohio

FOR SALE:— Good four room house and 10 lots. Price reasonable. A good property wanting a quick buyer. See Carl Van Winkle if you wish to sell, trade or buy 10-27-tf.

WANTED:— Men or women to take orders for genuine guaranteed hosiery for men, women and children. Eliminates darning. Salary $50 a week full time, $1.00 an hour spare time. Experience unnecessary. International Stocking Mills, Norristown, Pa. 10-20-10t

Store For Sale

Good location. Buildings, stock and fixtures all go in deal. One of the best deals ever offered in Tell City. An old established business. See, write or telephone Carl Van Winkle for full particulars 9-1-tf.

For Sale at

80 acre farm at a bargain. Located on State Highway. Has 2 room house, new barn and all necessary outbuildings, all in first class condition. Good spring and well water. Young orchards. Land lays well and in good condition. Terms can be arranged to suit purchaser. For further information see.
CARL VANWINKLE
8-11-tf Tell City

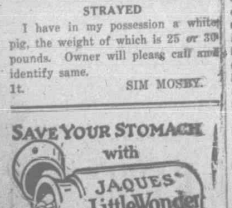
FOR SALE:—Six room house and 3 lots on Tell and 10th St. Will sell at a bargain. Call or write
BEN REED, Tell City, Ind.
11-10-6t

FOR SALE: Canary Singers. See Mrs. L. Jeffers, 13th St. 12-22-2t

STRAYED

I have in my possession a white pig, the weight of which is 25 or 30 pounds. Owner will please call and identify same.
1t. SIM MOSBY.

SAVE YOUR STOMACH with



Quick Relief for INDIGESTION DYSPERSIA CONSTIPATION

No Muss No Bother Just take one or two capsules

On sale at the DUSCH STORES, Tell City, T. T. Gaesser, Troy or 60c by mail postpaid from Jaques Capsule, Co., Plattsburg, N. Y.

Adeline F. Muelchi MD.

SPECIAL ATTENTION GIVEN (But not Exclusively) To Diseases of WOMEN and CHILDREN

521 Main St. Tell City

TELL CITY MONUMENT WORKS

Order Now for Fall Cemetery Work. I am now in my new building at same location. Call 139-W.

A. LUDWIG

Congress Must Complete Ohio River Canalization in Five Years is Decision

Ohio Valley Improvement Association Outlines Program For Continuous Contract Plan of Work.

Completion within five years of the twelve locks and dams which will insure the nine-foot stage of the Ohio river at all times and free navigation from Pittsburgh to Cairo is the aim of the business interests of the Ohio Valley cities.

Strong appeals are being made to Congress to hasten this most desirable objective, and the experience of the past year, when the entire industrial section of the Midwest was held in subjection by reason of the rail and coal strikes has shown to the business interests the futility of longer delay in making the Ohio river a real artery of transportation.

The organ for this agitation is the Ohio Valley improvement Association, whose executive committee met this week and took aggressive action toward the crystallization of sentiment of the cities along the river and the entire area which is tributary to that great waterway.

Advice of the U. S. Engineers has been obtained which is to the effect that by the adoption of the continuous contract plan the work may be so authorized by Congress that the Engineers may carry on construction uninterruptedly and complete the entire project within the next five years. To do that, it will be necessary to have annual appropriations of as much money as the Engineers find necessary to carry on their operations, and they must be vested with full authority to put into execution the continuing contract plan, under which all work can be placed under contract to be paid for from certain future appropriations.

The importance of this work to the commerce of the nation is so great it is asserted by authorities of the transportation world, that the question of cost is hardly to be considered when the lasting benefit to the people at large is taken into consideration. The important factor in this argument, it is pointed out, is that the Ohio River is not a stream in which the people of a single section of the United States are interested.



A STEAMER ON THE OHIO RIVER.

Almost a century ago, the great Commoner from Kentucky, Henry Clay, declared the Ohio River is the great transportation line between North and South, and its improvement by the nation was of utmost importance to the United States as a whole.

What this far-seeing statesman predicted has come to pass in even greater measure than he could conjecture in his fondest dreams, for the Ohio River, canalized and made navigable with a nine-foot stage at all seasons of the year will, in the opinion of transportation experts, bear upon its ample bosom transports of goods which are destined to the ports of the seven seas.

Already through the completion of the 29 locks and dams of the proposed system of 51 locks and dams transportation between Pittsburgh and Louisville, a distance of more than 650 miles, will have been made possible by the end of 1924. And operations on the river for this distance for a period of 250 days of the year are possible with the locks and dams now in operation.

It was pointed out that when the initial appropriations from Congress were obtained for the canalization of the Ohio River in 1906 it was stated that by 1922 the entire system of 51 locks and dams would be completed and in operation. The year 1922 has come and the nation is on the threshold of 1923, and it is feared that unless immediate action is taken ten years will roll by before the magnificent project may be realized.

Only recently a survey of this rail-to-water terminal situation was completed by George W. Breiel, Engineer of the Cincinnati Chamber of Commerce, in which he visited and obtained records of operations on facilities at St. Louis, Louisville, Evansville and Nashville. These showed that in the handling of such heavy commodities as steel, tubing, casing, cement, stone and heavy machinery it was possible to save as much as $2.50 a ton in the cost of transportation charges for delivery of freight from barge to cars and vice versa.

This information was obtained with a view to establishing an experimental facility for Cincinnati industries in which it is intended to invest upwards of $75,000. The data compiled by Secretary Breiel showed that with a gantry crane with a capacity of loading and unloading a minimum of about 300 tons a day and serving about 28 cars such a facility would return about 17 per cent on the investment to the shippers, without counting the saving of $2.50 a ton on their operations.

In forwarding the development of the Ohio River, the Ohio Valley Improvement Association is taking the lead in urging all communities to take up the subject of installing water-to-rail terminals.

Another important factor in the development of traffic along the Ohio River is that under the law the Interstate Commerce Commission has made regulations whereby the rail carriers must publish tariffs and rates for division of business with water carriers wherever the shipper desires to utilize water routes and where such regular water routes are available for commerce. Already the Mississippi-Warrior service, which is a barge line facility between St. Louis and New Orleans, and from New Orleans up the Warrior River to Tuscaloosa, and other Alabama cities has applied for division in rates between its barges and the rail lines serving the Southeastern territory, making connections at Memphis, Cairo, Vicksburg and Natchez on the east bank and to western and southwestern connections on the west bank of the Mississippi River which will influence the movement of millions of tons of freight and effect a saving of hundreds of thousands to shippers in the territory affected.

When the canalization of the Ohio River is completed there is said to be no reason why such favorable division cannot be made for cities of the Ohio Valley, and especially so as these cities provide themselves with water-to-rail terminals which will effect quick and economical delivery of tonnage at their waterfronts.

Freight tonnage by barges already established through locks and the open rivers on the Ohio has reached a very considerable figure, according to the data furnished by the Chief of Engineers of the U. S. Army. In 1921 this freight of the Ohio River amounted to 7,307,880 tons, of a value of $63,274,814. In 1920 the amount was even greater, being 9,382,463 tons, with a value of $223,443,820, moved by barges and steamers. This is an increase of 3,000,000 tons over 1916, when the improvements on the upper river were first made available.

Business economists say that this tonnage is nothing compared to what can be developed for Pittsburgh, Cincinnati, Louisville Evansville, Somerroy, Portsmouth, Paducah, Owensboro, Henderson, Huntington, Wheeling, Parkersburg, Charleston, Cairo, Madison, Mariesta, Ironton, Maysville, Ashland, Cattlesburg and other cities on the Ohio river and its tributaries, if the facilities were furnished whereby tonnage could be cheaply and adequately handled by water carriers and transferred to rail carriers at suitable transfer points. The greater portion of the tonnage developed is from the great Pittsburgh district which produced 23,185,643 tons in 1920, of which but 9,382,463 moved by water to destination.

This is exclusive of the millions of tons of coal from the river and mill mines of the West Virginia and Kentucky districts which with proper water facilities, and a steady stage of the River at nine feet would ship steadily, so that no rail strikes would ever cause such famines and distress as has been experienced in the past six months.

No thought of antagonism to the rail carriers is in the minds of the river traffic boosters in their plans of waterway development. Co-operation with all established industries is the watchword of the men who seek to place the Ohio river on an all-the-year-round navigation basis with a nine-foot channel minimum. It is their idea that the development of water facilities is an additional service to the world of transportation which is already overburdened and several decades behind its ability to take care of the business offering.

Waterways, railways and highways are the trinity of transportation in the opinion of the men behind the policies of the Ohio river improvement and the motto of these broadminded pioneers of valley development is from this time on "We Co-operate." With this watchword of progress the association has incorporated its message to Congress which will be the slogan of the present campaign for the adoption of the Continuous Contract Plan for the completion of the river improvements, and the slogan is "Close the Gap."

PUBLIC LIBRARY

[illegible] added the past week are:

Spears, R. S.—Driftwood.

Middle or upper grade boys will enjoy the Mississippi flood from which three boys rescue a baby aptly nicknamed "Driftwood". The story continues the finding of Driftwood's parents and the good fortune of the chief rescuer.

Pendleton, Louis—King Tom and the runaways.

Strange adventures of two boys lost in the swamps of Georgia.

Rolt-Wheeler, F. W.—The Wreck Hunters.

Much information about wrecking, the skill and bravery required to its history, the apparatus used and salvage wrecked or sunken vessels. An atmosphere of adventure and romance is created by incidental tales of pirates and buried treasures, of diving and ghost ships.

Quick, L. W.—Boy Scouts of Lakeville High.

A troop of scouts in a high school encounter opposition and enmity and overcome them as well as other obstacles.

Latham, R. S.—Marty lends a hand.

A well-written, lively, pleasant story of a boy's efforts to assist family finances by mushroom cultivation.

White, E. O.—Peggy in her blue frock.

A wholesome story of two little girls who moved into the country and acquired a kitten and chickens and many experiences. For children about seven.

Ogden, Ruth—Little Pierre and big Peter.

A story of Switzerland, with a good deal of local color, mountain climbing, hair-breadth escapes from avalanches, accident which give the American doctors opportunities to offer their services.

Hopkins, W. J.—The Doers

A little boy watches and "helps" the workmen build a house, from digging the cellar to moving in the furniture.

White, E. O.—Ednah and her brothers.

Ednah, aged nine, and her brothers, seven and five, had rather unusual experiences. Their father, an artist, once made a five buffalo for a model. This furnished one of the "experiences."

Aldon, Adair—At the sign of the two heroes.

Three boys camping in the Green mountains discover and expose smugglers on Lake Champlain. A mixture of adventure and historical facts that keeps the interest and is not too improbable.

Heard, L. & A. E.—Little folks' handy book.

Teaches little children how to make simple toys from empty spools, clothes pins, kindling wood, etc.

Badt, E. L.—Everyday Manners for boys and girls.

Definite rules of good breeding for boys and girls of high school age.

Adult Books

Bond, A. R.—Inventions of the great War.

With the submarine, the airplane and the machine gun to America's credit, the writer gives interesting descriptions and narratives of inventions of which he says the tank was the greatest. Good illustrations and diagrams. Especially interesting to boys. Easily read.

Fiction

Paul, E. H.—Indelible.

"A story of life, love and music in five movements."

Griffiths, Gertrude—The lure of the manor.

A romance where the atmosphere is quaintly sentimental and old fashioned.

LAX-A-MAN
TRADE MARK

Mendenhall's Lax-A-Man is composed of Cascara Sagrada, Senna, and other valuable medicinal agents that are set down in medical books as follows: "Cascara Sagrada is by far the best laxative to empty the bowel of faecal matter in cases of constipation, since it not only performs this function without intestinal disturbance, but simultaneously acts as a tonic to the intestine and so prevents the constipations which usually follow all other drugs of this class. 'Senna' is a certain cathartic when it is desired to overcome temporary constipation. It is one of the best laxatives for children, as it does not gripe or sicken." We authorize all dealers to guarantee Lax-A-Man to give satisfaction in constipation, biliousness, indigestion, sick headache, gas and bloating after eating and as a laxative in febrile and malarial diseases. One bottle contains twice as much medicine as any other laxative syrup on the market. Price 60 cents. Made by J. C. Mendenhall, Evansville, Ind., druggist since 1875.

THE DUSCH STORES

F. A. ZIEGELGRUBER

Funeral Director

Calls answered anytime and any place.

Phone 14 – – Tell City Indiana

DON'T

Put Money in an Envelope to Send Away, Buy Southeastern Express Money Order, Cashable Anywhere.
For Sale At
THE DUSCH STORE NO. 1
J. DAUBY & SON STORE
or SOUTHERN DEPOT
L .E. Crandall, Agt.

GRAPE-MELO
—AND—
ORANGE-MELO

Two new delicious fruit drinks. All of the delicious fruit flavor in these drinks except the seeds. Have a case delivered to your home. On sale by the bottle at all cafes and restaurants.

CHERO-COLA BOTTLING CO.

CARBONATED BEVERAGES OF ALL FLAVORS

We are also agents for Cook's Near Beer and Oertel's Near Beer

PHONE 25

Don't let your Battery FREEZE. This will be sure to happen unless it is well charged. Call on us and we will test it without cost to you.



RICHARD BATTERY SERVICE

Willard STORAGE BATTERY
TRADE MARK REGISTERED

THREE GOOD ROUTES TO FLORIDA

"Suwanee River Special" Route

Pullman car o ntrain 23 connecting at Louisville Ky., with through car for Tampa and other resorts on the West Coast of Florida

"Royal Palm" Route

Pullman sleeping car on train No. 1, connecting at Danville with through train for Jacksonville.

"Land of The Sky" Route

Pullman car on train 23 St. Louis to Asheville connecting at Ashville with through pullman car to Jacksonville and St. Petersburg.
B. H. TODD, District Passenger Agent,
Fourth & Market, Louisville, Ky.

L. E. Crandall, Agent

SOUTHERN RAILWAY SYSTEM