

**DECATUR
DAILY DEMOCRAT**
Published Every Evening Except Sunday by

THE DECATUR DEMOCRAT CO.
J. H. Heller, Pres. and Gen. Mgr.
A. R. Holthouse, Sec'y. & Bus. Mgr.

Entered at the Postoffice at Decatur, Indiana, as second class matter.

Subscription Rates:
Single copies... 2 cents
One week, by carrier... 10 cents
One year, by carrier... \$5.00
One month, by mail... 35 cents
Three months, by mail... \$1.00
Six months, by mail... \$1.75
One year, by mail... \$3.00
One year, at office... \$3.00
(Prices quoted are within first and second zones. Additional postage added outside those zones.)

Advertising Rates:
Made known by Application.

Foreign Representative:
Carpenter & Company,
122 Michigan Avenue, Chicago.

Good-bye old 1925.

Here comes the youngster, '26, and we wonder what joys he has in his old gift bag for all of us.

Get ready to write it 1926. At midnight tonight the whistles and bells will announce the arrival of the youngster. What the new year holds for all of us depends after all very much on our own efforts.

We have one of the most wonderful communities you will find any where, made up of the right kind of folks and the finest thing in it is the splendid get-together spirit with a "live and let live" policy. Lets not let up on it at the coming year.

The Daily Democrat today starts the annual campaign for the renewal of mail subscriptions and we are anxious that our big family of readers arrange to renew as soon as they can conveniently and thus assist us in publishing a newspaper of greatest benefit to all.

The old year may have had its haps and mishaps, its days of gloom and its season of bad weather but it had on its best dress today—an ideal winter costume—with the sun shining brightly and the thermometer registering just about the right temperature for a December day in Indiana.

The outlook for the coming year is excellent with several projects in sight that should help. The city is prosperous as a municipality and everybody is working. There are no empty houses here and there is a demand for a hundred new homes. Indications are that a number of residences will be erected the coming year and that there will be a greater stir of business activities than for some time. We can all aid the cause in some way and we can all help to make 1926 a great year.

Mail service by bus lines south from Fort Wayne to Portland through this county seems probable, recommendation to that effect having been made by Mr. McChesney, of Cleveland, assistant superintendent of rail-way mail service. It would prove a very convenient improvement for since the change in service on the G. R. & I., Decatur, Berne, Monroe, Genoa and Bryant have been greatly hampered in handling mail. The people of this section will appreciate any improvement in the present service.

A number of the larger cities are providing "no horse" streets, which means that horse drawn vehicles cannot travel over those streets. Trucks are crowding the Percherons and Belgians back to the country and each year will find the number of these animals which a few years ago were so useful, growing less, while the power driven trucks increase in numbers. Los Angeles, Washington, and other cities have already started the campaign.

Mrs. Lucinda Bowman, 86, shortened her life by pipe smoking. She got up in the night at the soldier's home at Lafayette and lighted her pipe. The blanket in which she wrapped herself took fire and she died from fright and shock. The anti-tobacco faddists will probably send a marked copy to President Coolidge and Vice-President Dawes, both of whom have recently been victims of their efforts to sign a

Solution of Yesterday's Puzzle

FLOOD	DAMNS
L SNOW	EERY O
OF	EVOLVES AN
ALT	EMEER BIG
TAIL	EEN FURS
PLAIN	TOILS
LID	ALL
BARON	STEER
TAGS	ONE STOA
ARE	STEW'S SUN
ME	PEEWEE'S TO
E	ERN'S RAIL D
DINED	TRADE

pledge to quit the use of tobacco.

Business men should not only sign the petition to the senators and congressmen, favoring the law to prohibit the use of the mails for the sale of unsolicited merchandise but should write them personally. Its a nuisance and an unfair business practice that ought to be stopped. Of course when you receive a bunch of neckties or some other article which you have not ordered you don't have to keep them but you do have to go to the trouble of returning them or subject yourself to a lot of sharp abuse. The men who conduct such a business don't have any interest in your local affairs, don't aid in any way to keep things moving and have only one desire, to sell cheap goods at a profit.

**Big Features Of
RADIO
Programs Today**

Thursday's Five Best Radio Features
(Copyright 1925 by United Press)

WEAF, and hookup, 6 p. m. (EST)—

9 p. m. (CST)—"Passing of 1925,"

WOAW, Omaha, 526—1 a. m. (CST)

Pacific Coast program.

WOS, Jefferson City, 441, 9 p. m. (CST)—Old Time Fiddlin' contest.

KGO, Oakland, 361—8 p. m. (PCST)

KGO players.

KIP, Philadelphia, 508—11 p. m. (EST)—Civic celebration of New Year's Eve.

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TWENTY YEARS AGO TODAY
—
From the Daily Democrat File
Twenty Years Ago This Day
—
—
—

December 31, 1905 was Sunday.

**Congress One
Hundred Years Ago**

(United Press)

House

Committee preparing report on investigation of charges against Vice-President Calhoun.

Senate

Not in session.

CONGRESS TODAY

Not in session.

**Letters Missing From
Files Of W. G. Harding**

Marion, Ohio, Dec. 31. — (United Press)—George H. VanFleet, editor of the Marion Star, today declined to elaborate on his editorial of yesterday, in which he revealed that letters were missing from the late President Harding's personal files upon their arrival here from the White House shortly after the Harding funeral August 1, 1923.

VanFleet's editorial, intended to counteract criticism of several newspapers over the fact that Mrs. Harding had burned much of the president's correspondence, caused a profound sensation here. Not even the officials of the Harding Memorial executive committee, knew the letters were missing. They expressed astonishment but declined to comment.

The nature of the correspondence which the editorial intended to charge was removed from the files in Washington remains a mystery. Who took the letters or why they were taken is left by VanFleet for conjecture.

**Employee Retired On
Pension At Age Of 80;
Never Missed Day's Work**

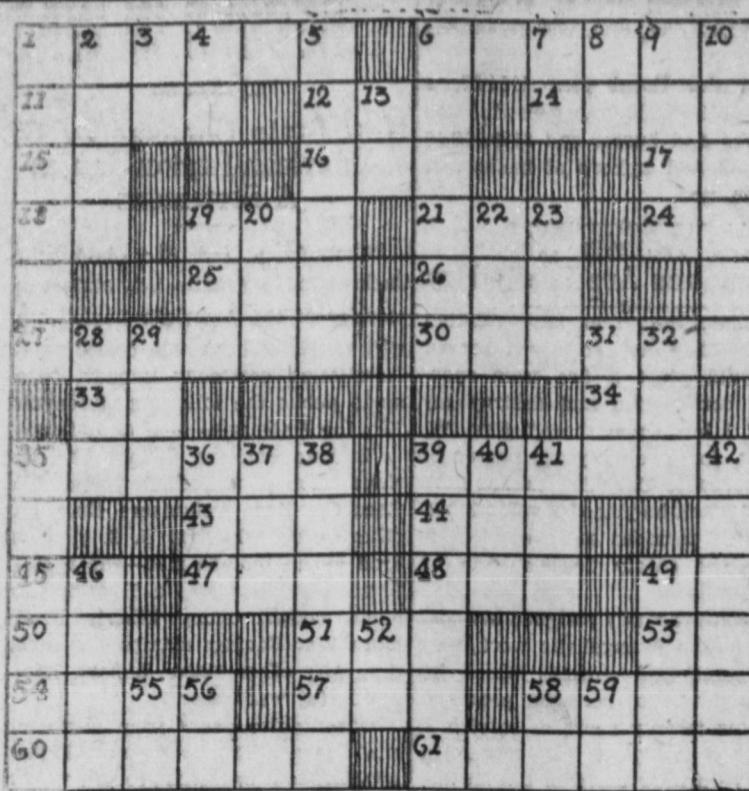
Napavine, Ind., Dec. 31. — (United Press)—John Eshenbaugh, 80, for more than 46 years an employee of the Copper Brothers and Zook Company, here, has been placed on the company's pension list. During his 46 years' employment Eshenbaugh never missed a single day and worked overtime enough to gain an additional year.

NOTICE

I will not be responsible for any debts incurred by my wife, Nettie Van Gurder, who left me without cause.

Chauncy Van Gurder. 307-8th.

DAILY DEMOCRAT CROSS-WORD PUZZLE



(© 1925, Western Newspaper Union.)

Horizontal.
1—King's dwelling
2—To place
11—Narrow opening
12—To deface
14—The Eternal City
15—Like
16—Boy's name
17—Greek letter
18—Behold!
19—To make a mistake
21—Aeriform fluid
24—Hand measure
25—To pull strenuously
26—To hasten
27—Wild and untamed
28—In Journey
29—North America (abbr.)
30—Conjunction
35—To disappear
36—To bloom
42—Beverage
44—Having little elevation
45—Old name (abbr.)
47—Kind of tree
48—Consumed
49—Before the Christian era (abbr.)
50—Preposition
51—Sea eagle
52—Old English (abbr.)
54—Dollar bills
57—Unit of work
58—At a later time
60—To buy back
61—Wandering

Vertical.
1—Hymns of praise
2—To
3—Same as 18 horizontal
4—Preposition
5—To come into view
6—Terror
7—Senior (abbr.)
8—Preposition
9—Girl's name
10—Pertaining to a nerve
13—Boy's name
19—Greek letter
20—Small carpet
22—Atmosphere
23—Ocean
28—Collection of information
29—Large vehicle
31—A pledge
32—Before (poetic)
35—Winner
36—Jewish territorial organization
37—Ocean
38—A physician in India
39—A guide used for a guide
40—Piece of ground
41—To be indebted to
42—Of late origin
46—Quality of a sound
49—A favor
52—Railroad (abbr.)
55—Boy's name
56—Point of compass
58—Land measure
59—Same as 33 horizontal

Solutions will appear in next issue.

Just Folks.
by Edgar A. Guest

LINES FOR THE OLD YEAR

What was it that you brought to Joy was not always ours to know, earth? Who seemed so lively at your birth? High hopes of fortune and delight, Tinged with the knowledge that you might.

Have hurt and sorrow in your train— And now for you, death's final pain!

Old year, your course was that of ours, May saw you dancing 'mid the flowers.

As once we danced our youth away, What matter that we longer stay?

Not all the hopes which marked our birth, Have had fruition on the earth.

Some days were bleak and cold and gray, Some deeds of ours have brought dismay,

And say you brought but misery here,

Yet none who ever comes to earth Achieves the dreams which mark his birth.

(Copyright 1925 Edgar A. Guest)

**BUS LINES GET
MUCH ATTENTION**

**Public Service Commission
Spends Half Of Its Time
With Industry**

Indianapolis, Dec. 31. — (United Press)—Indiana's infant prodigy, the bus line industry, which for many months required the undivided attention of all members of the Indiana public service commission, has ceased its demands to some extent. Howell Ellis, secretary of the commission, said today.

At the present time, matters relating to the governing of the ever growing bus line systems of Indiana requires just about as much time as all other matters combined—or exactly one-half of the commission's time.

During the last nine months, or since April 1, when the new law went into effect, more than 350 bus lines have been granted certificates authorizing them to operate over the highways of this state, Ellis said.

In order to establish this number of lines, the members of the commission, the secretary and all of the field examiners were required to conduct hearings in approximately 700 cases.

Most of these hearings were long, drawn out affairs, Ellis explained and in many instances new hearings were required and granted, necessitating the handling of great masses of data.

And even today with lines established which reach to practically every town and more than 500 population, in the state there is not a day passes

that at least one petition effecting the lines is filed with the commission, the secretary pointed out.

Many of these petitions are for the establishment of new lines, while others are for authority to issue stock, increase rates, or to buy some other line.

Ellis says that he expects the present rush of business to continue for at least another year after which it will gradually decrease, and finally reach a stage where the bus lines will cause no more work for the commission than the traction and railroad lines.

During the coming year, however, the secretary of the commission expects that an average of at least two petitions each day will be filed effecting the state's "infant prodigy."

The Milwaukee club was fined \$500 and ordered to dispose of its franchise. In addition, Carr suspended the Pottsville, Pa., club from the league for violating the territory of the Philadelphia Yellow Jackets and assessed a fine of \$500.

The Milwaukee club was given ninety days in which to sell its franchise. Thereafter the charter will be automatically forfeited, Carr declared. In addition, the game, which was won by the Cardinals, has been stricken from the records.

**Round-The-World Buick
Makes Visit To Decatur**

The Buick car which has just completed a trip around the world visited Decatur Wednesday, it was announced by W. D. Porter, local Buick dealer.

The globe trotting Buick, according to Mr. Porter, circled the world entirely alone, without a permanent driver or mechanic. It made the trip in less time than that consumed by the Round-the-World Flyers. The car was passed from the hands of one Buick dealer to the next, entirely around its big circle—some 350 drivers driving it before it returned to New York, its official starting point.

The car, a Standard Six touring model, also completed the trip without needing a repair or replacement of any part enroute, though it had the assurance of Buick Authorized Service during all of its journey. Every one of its nearly 20,000 land miles were within the sales and service territory of some Buick dealer.

The trip around the world was planned to demonstrate that a Buick will stand the driving of all kinds of drivers and the punishment of all kinds of roads. And that it can go clear out to the fringes of the earth and still be safeguarded by the overseas service facilities of Buick.

The only special preparation for the trip was the installation of two extra spare tires on the running boards—four spare tires altogether—and then the installation of supplementary oil, gasoline and water tanks also on the running boards. These were to carry supplies for the desert miles where filling stations are hundreds of miles apart instead of every few hundred yards.

An interesting fact about the Round-the-World Buick is that it is a right hand drive. Nearly all Buicks used overseas have the drive on the "standard" side because overseas traffic reverses its position on the road keeping to the left rather than to the right.

The right hand drive was an advantage to the car while it was passing through the hands of its drivers in the eastern hemisphere, but when it returned to America this turned out to be a considerable disadvantage. American drivers are accustomed to the left hand drive with right hand gear shifting.

Even the best drivers place a considerable strain on gears and clutch when they are forced to shift gears with their left hand and operate the clutch pedal in its unfamiliar position.

One of the most difficult parts of the trip was the long run completely across the continent of Australia. Many of the roads on this leg of the trip were impassable—mere sheep trails.

The globe-circling Buick, however, left the ship on which it came to Australia from Ceylon, one afternoon at Perth on the West Australian coast and was on its way bright and early the next morning for Melbourne nearly 2500 miles away on the east coast. Across the mountains and the Great

Victorian desert it to its schedule and arrived on the in Melbourne, where it took ship for Hawaii.

Although the schedule laid down for the complete trip sometimes called for an average speed of miles an hour in order to catch a long date and so arrive home in record time, it is worthy of note that a world-girdling Buick arrived on in every instance.

In its great circuit the Buick has passed through Egypt, the European Continent, Egypt, the Syrian Desert, India, Ceylon, Austria and the Great Victorian Desert, Iraq, Canada and the United States