

DECATUR DAILY DEMOCRAT

Published Every Evening Except Sunday by THE DECATUR DEMOCRAT CO.

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

Subscription Rates

Single copies \$.02
One week, by carrier .19
One year, by carrier 6.00
One month, by mail .35
Three months, by mail 1.06
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. Elsewhere \$3.50 one year.

Advertising Rates made Known on Application.

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The Indiana League of Home Dailies

Call at democratic headquarters and extend an offer to aid Chairman Ed Bosse in his campaign this year. It takes the cooperation of every one interested to roll up a majority and win an election.

The Cards won both Saturday and Sunday, making the race for the world baseball championship an even affair again. They played today again in St. Louis and tomorrow will return to Philadelphia to finish the contest.

It's time to steam up on the campaign boys. Get busy and stay that way until the night of November 4th. Get the vote out should be the goal and if that happens in this county most any one can guess the results.

The big mill owned by the Holland-St. Louis Sugar Company will open here tomorrow and for the next several months will operate continually. That means employment for a lot of men and will help in numerous ways. We are fortunate indeed to have this plant.

Get ready to join the Hallowe'en crowd in Decatur. It's going to be a real party put on by the General Electric band with the cooperation of the business men of the city. There will be music and fun and witches and funny masquerade costumes and a happy time.

Fire prevention week. Observe it not only by seeing that every precaution is taken to prevent fire losses but, by going over your insurance policies to ascertain whether you are sufficiently covered to make yourself safe if such a disaster as a conflagration should happen.

Amos Woodcock, national prohibition director, says we are only drinking an average of seven gallons per person of intoxicating liquor in this country, which is less than we used before the prohibition laws went into effect by half. Now the question becomes, is it better

Has Your Back Given Out?

Backache often warns of disordered kidneys.

If miserable with backache, bladder irritations and getting up at night, don't take chances. Help your kidneys at the first sign of disorder. Use Doan's Pills. Successful for more than 50 years. Endorsed by hundreds of thousands of grateful users. Get Doan's today. Sold by dealers everywhere.

Doan's Pills
A DIURETIC FOR THE KIDNEYS

TODAY'S CHUCKLE (U.P.)

London—The King and Queen sent congratulations to Charles Wells and wife on the 65th anniversary of their wedding.

to drink more legally or less illegally?

Receipts at the United States treasury during the first three months of this year were \$869,000,000. Multiply that by four and you will surely admit it a neat sum, about three billion dollars. We ought to relieve a lot of things with that but perhaps the trouble is that the expenditures drop into too few pockets.

President Taft signs order making assistant postmaster's jobs permanent.

Missionary convention opens at Methodist church.

James Rice goes to LaGrange to act as judge at horse show.

Many from here attend the Shriners' Madras Gras at Fort Wayne.

O. E. Smith and R. S. Peterson appointed election commissioners.

A few sorrowful and sometimes hysterical, wives and relatives began to arrive today. It was believed that the bodies would be returned to England en masse on a battleship for a national funeral, to be given a common burial.

It was understood that no official statement as to the cause of the accident would be made until after the official public hearing in England, to which French witnesses would be called.

The inquiry of the British air ministry, which started today in an effort to fix responsibility for the disaster, was considered likely to examine the following possibilities:

First, faulty instruments, particularly the airship's altimeter.

Second, structural or mechanical failure, such as covering torn from a fin or a blocked rudder controlling parallel flight.

Third, faulty navigation.

Fourth, faulty construction, such as strain on other parts of the ship caused by the recent operations which added 35 feet to her length.

Fifth, atmospheric conditions.

A study of the wreckage showed that the ship's structure was actually broken at the top, amidships, but it could not be determined whether the break occurred in mid-air, which would have sent the ship's nose down, or whether it was the result of violent contact with the ground, which would cause buckling.

Pitching, the result of cross winds which were undoubtedly violent, might have caused the ship's circular rib to snap, but this would be difficult to detect in the mass of half-melted metal.

It was clearly noticeable from the wreckage that the ship's rudder fins governing altitude were pointed so as to drive her nose downward.

French police, those of the British survivors who were able to work, and British officials who arrived by airplane from London worked together in the mass of wreckage seeking some possible indication of what occurred aboard the airship before it plunged to destruction.

It appeared plausible that the loss of the rudder fin, found in a field a mile away from the remains of the R-101, caused the ship to lose altitude and to drop from 1,000 feet to 200 feet before the surprised crew could right it.

Flight Lieut. H. C. Irwin, in command, apparently did not have time to send an SOS call, else he had confidence in the craft to ride out the storm as it had ridden previous weather disturbances.

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