

## THE WEATHER

Unsettled, probable rain tonight and Wednesday. Little temperature change.

VOL. XXXIII.

Published at Indianapolis, Ind., Daily Except Sunday.

Entered as Second Class Matter, July 25, 1914, at Postoffice, Indianapolis, Ind., under act March 3, 1879.

INDIANAPOLIS, TUESDAY, NOVEMBER 30, 1920.

Subscription Rates: (By Carrier, Week, Indianapolis, 10c; Elsewhere, 12c. By Mail, 60c Per Month; \$5.00 Per Year.

NO. 174.

## Indianapolis Daily Times

LAST HOME EDITION

TWO CENTS PER COPY

## Orders 3 Arrests in H. C. Building Collapse

## BOMB WRECKS BUILDING NEAR LONDON BRIDGE

Two Other Unexploded Infernal Machines Found in British Capital.

## NEW IRISH OUTBREAK

LONDON, Nov. 30.—A building was wrecked in the heart of London today by the explosion of a time bomb. The explosion occurred in a leather store near London bridge at 2 o'clock. There were no casualties.

All the streets in the vicinity of the explosion were closed to traffic for fear of further bombs might have been planted by terrorists.

Scotland Yard detectives who investigated the explosion said the bomb evidently had been carried into the building before the close of business Monday and left concealed in a package.

Two unexploded bombs were discovered during the morning at Rumbly and Tanshield, in Monmouthshire.

## POLICE PRECAUTIONS MADE MORE DRASTIC

Police precautions have been made even more drastic in this city as a result of the explosion near London Bridge.

Scotland Yard officials said the infernal machine evidently had been constructed of TNT. No evidence was found to connect the Sinn Fein directly with the explosion, but the outrage has caused the greatest alarm.

Members of the special organization of constables organized during the war have been notified that they might be called upon for service.

British officialdom is in fear of a second Guy Fawkes plot to blow up the House of Parliament.

While government offices functioned as usual, the work was transacted behind a screen of guards and only in the presence of persons who had proved their identity and their loyalty to the government.

MANY DETECTIVES PLACED ON DUTY.

In the House of Parliament, many plain clothes men circled with the crowds. They were expert marksmen, ready for action. These sentries occupied every point of vantage in all government buildings, but particularly in the House of Parliament. They were ordered to shoot to kill if any emergency arose.

Members of Parliament known to lean toward the Sinn Fein were warned by outsiders to remain away from the buildings. This was taken by many to mean that a plot was being hatched.

(Continued on Page Eleven.)

## DANIELS FILES CABLE ANSWER

Gives Reason for Refusal of Wire Landing Permission.

WASHINGTON, Nov. 30.—Secretary of the Navy Daniels today filed his answer in the district Supreme Court to the suit of the Western Union Telegraph Company, which has sought to enjoin him from interfering with the laying of certain cables across Biscayne Bay, near Miami, Fla.

Secretary Daniels stated in his answer that it has always been the policy of the Government to prevent the laying of any cable on the shores of the United States which connected with a foreign country in which the United States had a monopoly of cable connections.

## M'CRAY MEN VISIT ILLINOIS CAPITOL

Committee Investigates Budget System of Adjoining State.

SPRINGFIELD, Ill., Nov. 30.—A committee composed of three members appointed by Governor-Elect Warren T. McCray of Indiana, to investigate the Illinois budget system, visited the capitol today to go over the code.

Governor-Elect McCray is planning to present a similar system to the next Legislature in Indiana. The committee sent here is composed of State Senator Oscar Ratts, Representative Murray Barker and Fred B. Robinson, Robinson was campaign manager for the Governor-Elect in the recent election.

## Polish Charge Russ Delay Peace Signing

WARSAW, Nov. 30.—Russian delegates at Riga are delaying the signing of peace agreements, the Polish government charged today in a wireless message to the Soviet government.

Going over the heads of the Russian peace delegates, Polish officials proposed directly to the government that a date be set for the signing of a permanent peace and that the two nations begin discussion of military guarantees.

## Oklahoman's Widow Seeks Vindication

ARDMORE, Okla., Nov. 30.—Public vindication of her husband will be sought by Mrs. Jake L. Hamon, widow of the Republican national committeeman and millionaire oil king, who died from a bullet wound here Friday, according to the widow's plans today.

Mrs. Hamon, endorsed as a candidate to succeed her husband as Republican national committeeman from Oklahoma at an informal meeting of Republicans who attended Hamon's funeral yesterday, has declared her willingness to run. Her selection, she believes, would be a vindication of the charge that her husband had been slain by his former girl secretary, Mrs. Clara Smith Hamon, wife of Hamon's nephew.

The whereabouts of the accused woman continue a mystery.

## WEATHER

Forecast for Indianapolis and vicinity for the twenty-four hours ending 7 p. m., Dec. 1: Unsettled weather with probability rain tonight and Wednesday; not much change in temperature.

## HOURLY TEMPERATURE.

6 a. m. .... 44

7 a. m. .... 44

8 a. m. .... 44

9 a. m. .... 44

10 a. m. .... 44

11 a. m. .... 44

12 (noon) .... 44

1 p. m. .... 44

## Surgeon General



REAR ADMIRAL EDWARD RHODES

Surgeon general of the United States navy, to succeed Rear Admiral Branstetter, who goes on the retired list. Admiral Rhodes is a physician with an authority on tropical medicine.

## BOLLING HANDS HOT DENIAL TO SANDS CHARGE

Tells Congressional Committee He Knows Nothing of Reputed Bribe.

## FEE REFUSAL TOLD OF

NEW YORK, Nov. 30.—R. Wilmer Bolling, brother-in-law of President Wilson, denied on the stand before the Walsh congressional committee here today that he had assisted in obtaining any shipbuilding contract. He further denied having knowingly received any part of the \$40,000 "fee" said to have been paid by Wallace Downey of the Wallace Downey Shipbuilding Corporation, for such a contract, as charged by Tucker K. Sands, who said that Sands paid him \$600 in 1918, but that this represented a profit Sands had agreed to pay him for building Sands' house, and that he had refused to accept part of a \$1,000 fee which Sands said he got from a shipbuilding corporation, but that he did not know the source of this \$600.

Bolling also testified he had met "Mr. Cranor," who Sands previously had testified was the agent of Wallace Downey, and that he (Bolling) had interviewed with Lester Sisler, then secretary of the shipping board, to aid Cranor in facilitating the shipment of some "bending roll" machinery to Cranor's company.

Bolling characterized as "absolutely false" the testimony of Benjamin F. Fuller, that the latter had seen Sands give a check to Bolling. Bolling challenged Sands to produce immediately all of Sands' checks made out to Bolling, Jan. 1, 1918.

Bolling read a lengthy statement to the committee which he had prepared before leaving Washington. In the main, the statement was a refutation of the charges made by Sands. He said he had immediately after Sands had made his sensational \$40,000 "bribe" charge.

But while Mr. Bolling's denials were along the same lines and quite as emphatic as those of Sands, they were not as convincing as those of Sands.

(Continued on Page Two.)

## Norris Calls Meeting to Devise Farm Relief

WASHINGTON, Nov. 30.—Senator Norris, Nebraska, today called a meeting of the Senate agriculture committee to discuss the serious farm situation and devise means for providing relief.

The committee will meet at 2 o'clock this afternoon and probably will issue a call for a conference of members of the House and Senate representing farm States.

## Government to File Packer Objections

WASHINGTON, Nov. 30.—The government objections to the plans of the Chicago packers to divorce themselves from control of their stockyard and terminal holdings, will be filed today. It was announced at the Department of Justice this morning. These objections will deal with all four plans now before the court. It was said. The Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

The government will file its objections to the plan of the Armour and Swift proposals which are practically identical, provide for the formation of a corporation to take over the stockyard holdings. The Morris and Cudahy plans provide in effect that the courts shall take over the case of South Kentucky avenue.

## WILL INSIST ON RELIEF FOR AGRICULTURE

Capper and Others Say Situation Demands Attention of Congress.

## FRAME EMERGENCY ACT

WASHINGTON, Nov. 30.—Members of Congress from agricultural States were engaged today in a program of emergency plans to provide immediate relief from the "price panic" which is reported to be causing American farmers great financial embarrassment and distress.

Senator Capper, Republican of Kansas, predicted such a program would be ready for submission to Congress when it reconvenes on Monday next.

The call for emergency action of the congressional delegations from Iowa, Kansas and other agricultural States, in a series of conferences during most of the week, was planned.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

Representatives of various farm organizations were also to be heard at these conferences, it was stated.

Senator Capper said he was prepared to urge the adoption of a program outlined by himself which he believed would, if adopted by Congress, do much to solve the grave problems confronting the country's agricultural interests.

## C. L. HENRY SAYS STREET CAR CO. HAS ADVANTAGE

Indianapolis Rail Hearing Brings Discussion by Traction Company Head.

## SPEAKS OF VALUATIONS

Charles L. Henry, president of the Indianapolis & Cincinnati Traction Company, today told the public service commission in hearing the application of the Indianapolis Street Railway Company for a 2-cent transfer charge, that the local company holds a position of great advantage over the interurban companies entering in the city.

He made this point in elaborating on the statement filed with the commission yesterday by the Indianapolis & Cincinnati Traction Company, the Union Traction Company of Indiana and the Interstate Public Service Company.

"Since the Indianapolis Street Railway Company was in possession of all the tracks and other facilities," he said, "between the center of the Indianapolis and the points in the outskirts of the city where the interurban companies desired to connect with such tracks, the interurban companies would, in case of disagreement with the street railway company, have been exposed to the delays and other hazards of litigation in order to exercise the privilege of using such tracks and facilities."

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

In this connection Mr. Henry contended that the 1917 inventory value of \$18,047,300 was too high, in view of the fact that it was a higher classification in the charges made by the street car company against the interurbans, and added that although he did not know that the property was worth a higher value, he believed it was.

He touched also upon the value imposed by the traction companies upon the use of the rental for office and store space, by reason of the millions of passengers brought to the city by the interurbans, as well as upon the value to the city and merchants of these visitors to the city.

Mr. Henry also took up for discussion and criticism various features of the answers filed by the street car company in response to interrogatories that had been propounded to the company at the request of the three interurban companies.

## City Buys 12 New Mules and Is in the Market for 8 More

Animals Cost \$230 a Head and Will Be Used With Ash Hauling Equipment.

The city of Indianapolis is the proud possessor of twelve new mules, bought yesterday in Johnson County at what city purchasing agent Dwight S. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for the purchasing department, bought the mules from Johnson County farmers at \$230 per head. They average 1,200 pounds in weight and are 4 and 5 years old. The purchase represents a considerable saving to the city. Mr. Ritter believes was a bargain. Eight more may be purchased soon. They are needed to haul the six new trailers which are expected to be added to the city ash hauling equipment in a short time, according to the board of public works.

Mr. Ritter and H. M. Cislager, inspector for