

Bare Feet, Bare Legs, Fail to Shock at Ravenswood

Reporter Likes Unconventional Beach, Which Limits Itself to Rule Against Auto as Dressing Room.

BY WALTER D. HICKMAN,

Boy, page Mack Sennett.

That was my desire when I got my first glimpse of Ravenswood Beach on a hot summer afternoon.

Sennett is the King Bee at producing bathing girls, movies and Sennett is a judge of beauty in a bathing suit.

Ravenswood Beach is the mecca for those who haven't the coin to break into the rich man's colony along the northern lakes or the flapper's paradise on the New Jersey shore.

At least, Ravenswood is considered a sort of a paradise to hundreds of Indianapolis men and women, boys and girls who daily swim and splash in White River. To many people, this quaint little place is the medium of breaking away from the roar of paved streets, the clash of Indianapolis traffic and the grind of work.

I wasn't shocked when I saw several hundred women, some in one-piece suits, others in two-piece combination affairs, splashing in the water. The majority of the women do not cover their legs with stockings but swim barefooted and bare-legged.

There is a rule at Ravenswood that no one can undress in automobiles. Ample provision has been made to accommodate the swimmers. Many people prefer to swim and dress in their bathing attire covered with a rain coat.

I saw young girls, some very healthy looking men and boys and even several white-haired men in swimming. Women, whom I took to be mothers, sat on the river bank in benches while their children splashed in the water.

Any boy who is associated with a mixed crowd and it can be said that since Ravenswood became an incorporated town an honest effort has been made to "weed out" the fast element the second it arrives.

"Dishonest characters" are not welcomed at Ravenswood. Several hundred law-abiding citizens have cottages in Ravenswood and they aid the town authorities in combating out the undesirable.

Sheriff George Snider has made fre-

quent trips with deputies to the vicinity of Ravenswood. One trip recently resulted in the discovery of a large quantity of what was termed "fast" goods. Sheriff Snider and the town clerk swore out the search warrant after several naked people appeared on the beach one night in what was termed a bacchanalian review. This shows that the town authorities and the sheriff mean business.

According to those who live at Ravenswood it is the "fast" crowd which is responsible for the name. As long as the bathers behave themselves, nothing is said or done. But the minute that a bathing beach flirtation is started it is a sure bet that the "move on" signal is given. Personally I found conditions on my visits to Ravenswood even safer and cleaner than the average public dance hall.

Yes, there were bare legs there, hundreds of them, but I didn't hear a flippancy remark made by any bather to another.

The impression I obtained is that if there is anything wrong out that way it is in automobiles some distance from Ravenswood. The families in the vicinity of the resort are on the lookout and if a car parks on a side road the driver is given a strict order to drive on.

Another thing I noticed was that those who wear bathing suits actually swim. They don't just promenade. I noticed that many young men and boys come to the beach after a day's work in the city. They go to Ravenswood for one purpose—to swim—and when they take their last plunge they are contented to make the trip back to the city. Many take the street car to Broad Ripple Park and go up to Ravenswood in a big boat. There is also a bus line which takes the swimmers from the car line to the beach.

Many families gather daily at Ravenswood for a picnic supper. There is a large dining room and I noticed that the picnickers were welcome to use the tables and chairs, although they brought their own lunch along.

In the vicinity of Ravenswood there are at least several hundred cottages. One youthful occupant of a little cottage

Weak, Thin Folks Need Phosphate Says Dr. Kolle

Dr. Frederick S. Kolle, the New York author of medical text books, whose opinions are greatly valued, writes:

"When the nerve tissue begins to lose its vitality, woman begins to lose her youth and vivaciousness. She becomes irritable, moody and despondent. It would be a good idea for weak, thin, nervous men and women to be aware of the efficacy of Bistro-Phosphate."

Thousands of thin, run-down people whose nervous energy is nearly exhausted are turning to Bistro-Phosphate as dispensed by Haags Drug Stores and other leading drug houses. It is used to re-vitalize the nerves, increase bodily weight and bring back energy and mental keenness.

CAUTION: Although Bistro-Phosphate is an excellent aid in relieving weak, nervous conditions, its use is not advised unless increased weight is desired.—Advertisement.

PROBLEMS

OF

The By-Product Coking Business

16. COAL SUPPLY

In our last statement we showed—

1. That the usual difficulties of winter transportation make it necessary for us to accumulate reserve supplies of coal in the summer and fall, and that this is never an easy task.

2. That the unusual transportation difficulties growing out of the war, and the arbitrary control of coal supplies by the Government during the war and in 1919 and 1920 greatly aggravated our troubles.

We now want to point out some further problems which we must face in maintaining our coal supply.

3. The production of coal at the mines is often determined entirely by the supply of cars by the railroads. Few mines can store any coal whatever, and none can store any considerable quantity. At present coal production is 50 per cent below normal because of light demand for coal. During this dull period no coal is being stored at the mines to be ready for quick shipment next winter. The car supply is not now holding down production; for, although the railroads do not have enough equipment to take care of normal coal shipments, they have more than is now being used. At other times there is a good demand for coal and a fair car supply, but production is hindered by labor troubles, as in the winter of 1919-20, or by labor shortage as in 1917. In general, however, the limitation on the coal supply of the country has been a shortage of coal cars.

In the winter it requires more cars to move the same quantity of coal than it does in summer. Snow delays trains and cold makes it harder to keep up steam. It takes longer for a coal car to reach a consumer and return to the mine. Therefore, a given number of cars may be ample to keep mines running in the summer, but when slower movement occurs the output of mines is reduced, because these same cars are on the road so much longer. For example, coal cars supplying our ovens are now able to make the round trip in less than ten days, on the average. In bad winter weather they cannot make quite two trips a month. So far as we are concerned, this means that the railroads need 50 per cent more coal cars to keep us supplied in winter than in summer. When we add that our ovens, when running full, require the arrival of over forty coal cars every day (including Sundays), it will be noted that the railroads must then keep an average of about 400 coal cars in our service when traffic conditions are easy and about 600 when they are difficult.

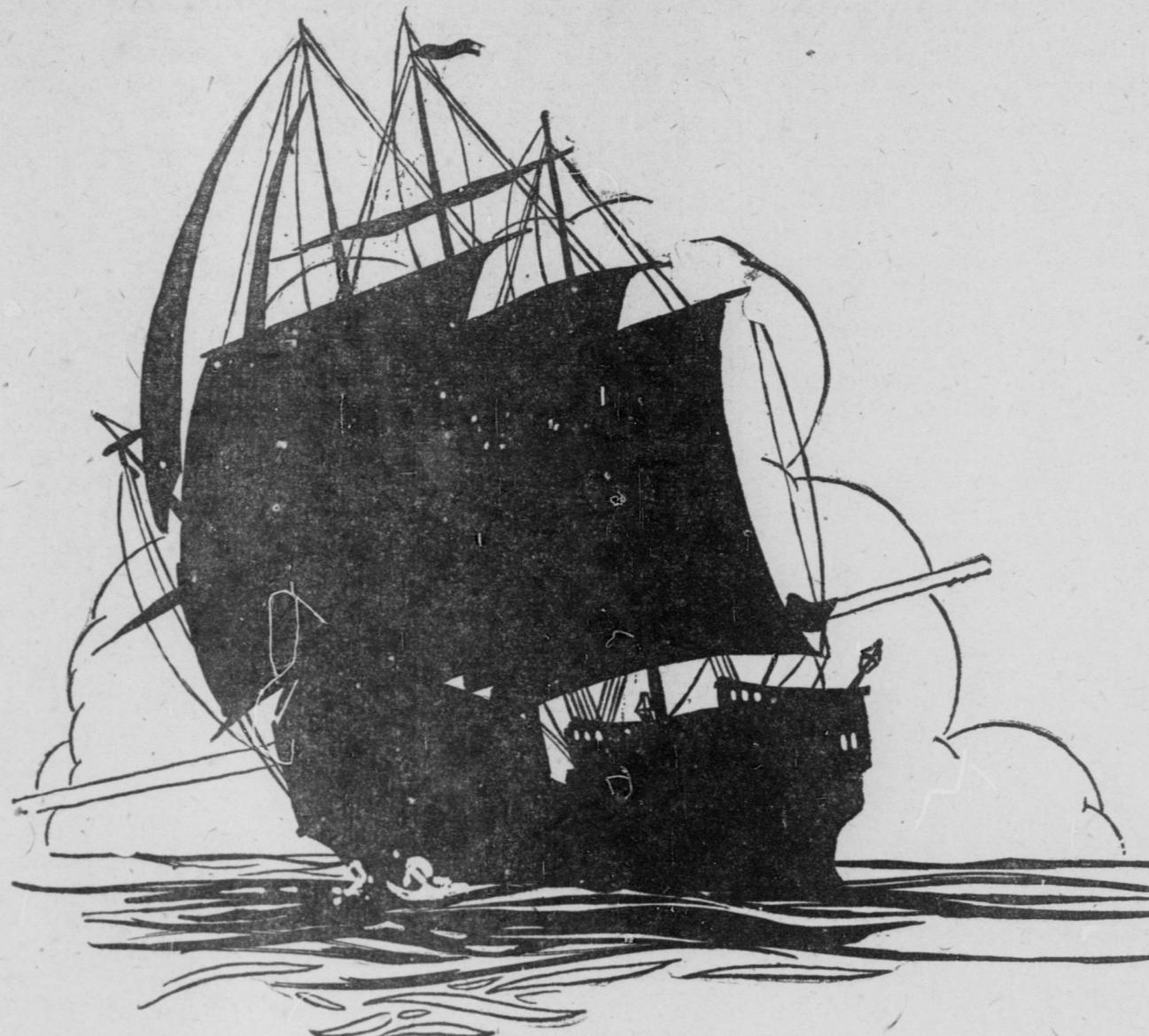
The running down of railway equipment is an even more serious cause of reduction of coal mining than bad weather. At present the financial condition of the railroads is so bad that they are unable to make headway in restoring their physical equipment, which suffered immense deterioration during the war. There are now a great many idle cars and locomotives; but a large proportion of these are unfit for service. Even if they were all first class they would not be sufficient for the normal business of the country.

Here are the two causes of car shortage: The seasonal shortage because cars have to be kept so much longer in transit; and the actual lack of equipment to meet normal demands, even when trains can move quickly. And car shortage always means coal shortage. Few manufacturers have done more than we to guard against a coal shortage, but the most farsighted and wealthiest concerns cannot save themselves completely from nation-wide disasters. Ordinary precautions to secure winter coal reserves fail completely in extraordinary times. It is with the greatest concern that we view the threatened car shortage which will appear as soon as business revives.

We will explain some other conditions which limit coal supply, but this is the most serious at the present time and demands the attention of all thoughtful citizens.

CITIZENS GAS COMPANY

"Your Ship Comes in With a Rich Cargo"



The Full-Rigged Ship Was the Backbone of Commerce in the Nineteenth Century



THE full-rigged Ship which could navigate with or against the wind, followed the Galley or craft having both sail and oars. As the use of sails became more common they were better fitted and the ships increased in size and sailing ability. The army of William the Conqueror invaded England in rather small vessels, but 100 years later English ships of considerable size were in use. Early in the Fourteenth Century the use of large ships and the mariner's compass became general. In the reign of Henry VIII ship construction was much improved and the vessels began to take on much of the form which they have preserved to the present day.

During the next four centuries improvements in design and construction were continually made until the wooden sailing craft reached the culminating point in the Clipper Ship, or full-rigged vessel, which continued to be the backbone of Commerce until the latter part of the Nineteenth Century, and even yet an occasional ship of this type is to be found capable of making an extensive voyage under sail. It was the sort of craft that carried the Commerce of the world on the Seven Seas and was seen in the ports of every maritime country in slightly varying forms and sizes until eventually crowded out by the modern steamship.

The career of the Ship—the symbol of Commerce—from the dim mists of antiquity, when the raft was the vehicle of water travel, down through the ages to the monster ocean-going vessel of the Twentieth Century, is typical of the growth of the New York Store from its modest beginning back there in 1853 to its present position of importance as one of the real institutions in Indiana's retaildom. It is also typical of the march of progress in merchandising methods of which the great July Sale we are about to launch is an example.

Based upon the experiences of former years, weeks and months have been devoted to preparations for this great sale. The markets of the world have been searched and have yielded of their fullness and richness, so that when the doors of the store swing open at 8:30 o'clock Friday morning everything will be ready—everything done that was humanly possible to make this event the crowning achievement of a store known far and wide for doing things in a big way—to make this sale the greatest and best of a long series of merchandising events which have made the Pettis Dry Goods Store famous.

In point of desirability and seasonableness of merchandise, and last, but by no means least, in wonderfully low prices this sale will far eclipse anything even we have heretofore held from every point of view.

For these and other cogent reasons which will readily oc-

cur to you, we say in all frankness and sincerity that any person who fails to take advantage of the remarkable opportunities afforded by this sale is not doing justice to the family purse.

Last of the Courtesy Days

Thursday will be the last Courtesy Day.

Come in then if possible and make your selections in order to avoid the great throngs which will be here for the first day of the sale. It will aid us in handling the immense volume of business that will develop in the first days and at the same time permit you, our customers, to choose from the sale merchandise at your leisure, while being given the advantage of the sale prices.

No goods will be delivered until after the sale begins. Please note these facts and arrange to be here Thursday.

In Thursday evening's newspapers we will publish two great broadsides of advertising regarding the offerings which are to feature the first day's selling in the great Pettis July Sale.

Fully to appreciate the scope and magnitude of this wonderful selling event you must come Friday morning when the sale opens.

This is a big achievement. You will be astounded at the low prices placed on merchandise of high quality. Values will be offered that will bring in every thrifty buyer reached by the advertising voice of this store.

There will be so many good things offered—so many opportunities for you to secure extraordinary savings in needed articles for the home or personal use, that it will amply repay you to make a careful study of the things you need so that you can come here Friday morning at 8:30 prepared to take full advantage of the remarkable savings of the great July Sale.

PETTIS DRY GOODS CO.
THE NEW YORK STORE EST. 1853

Ex-Service
Men Are Re-
quested to
March in the
Fourth of
July Parade.