

'PADLOCKING' IS TO BE DIRECTED

Anti-Saloon League Attorney Will Take Hand.

E. A. Miles, attorney for the Anti-Saloon League, was to hand Sheriff Omer Hawkins a certified order to direct him to "technically" padlock the home of Mrs. Susie Davy, 551 W. Wilkins St. Judge T. J. Moll of Superior Court Five, Feb. 18, ordered the house be closed for one year when he found Mrs. Davy guilty of contempt of court for violating a restraining order preventing her from selling liquor.

Sheriff Hawkins said he delayed in securing signs, ordered by Judge Moll to be placed on the house, because he "had no funds from which to draw." The judge informed the sheriff that his court has a miscellaneous fund. Besides the signs the court ordered that each outside door be padlocked and keys only given to immediate members of the family. The garage also was ordered padlocked.

CHURCH SOCIETY ELECTS

Mrs. Albert Gisler New President of Missionary Organization.

Mrs. Albert H. Gisler, 938 N. Beville Ave., is new president of the Women's Missionary Society of Immanuel Reformed Church, Prospect and S. New Jersey Sts. Other officers named Tuesday are: Mrs. George Amt, 3226 Rockwell St., vice president; Mrs. Edward Dirks, 50 N. Kenmore Rd., secretary, and Mrs. George Joslin, 525 N. Colorado Ave., treasurer. Next meeting will be held April 6.

HEAD COLDS
Melt in spoon; inhale vapors
apply freely up nostrils.
VICKS
VAPORUB
Over 17 Million Jars Used Yearly

MAN MISSING A WEEK

Relatives Seek Husband of Sick Woman—Left for Work.

Police and relatives today attempted to locate George Negley, 42, of 1645 S. Delaware St., missing since he left home for the Van Camp Packing Company plant on S. East St., last Wednesday.

His wife, Mildred, 41, ill from bronchial pneumonia, is worried over his disappearance. Relatives said the family never had any domestic trouble.

PLAN INSPECTION TOUR

Bankers' Insurance Company Officials to Be Here.

Four American Bankers' Insurance Company officials will make an inspection tour of the Indianapolis district Friday, C. E. Shaw, local agency manager, announced today. The men making the tour are: R. Y. Rowe, secretary; C. J. Rowe, vice president and treasurer; H. C. Welch, industrial department manager, and H. H. Jones, assistant manager of agencies.

Several Indiana agents of the company will attend a meeting at 617 K. of P. Bldg.

RECEIVER IS SOUGHT

Dissension Among Directors Alleged in Suit Filed.

Receiver for the Hetherington & Berner Company, steel products manufacturers, 701 Kentucky Ave., was asked today in a suit filed in Superior Court Two by Frederick A. Hetherington, president, and Carl F. Hetherington, treasurer of the concern. The complaint charges there is dissension among directors which prevents transaction of business. The president said the company is sound.

Because of the recent death of L. E. Berner there are only three directors. Stockholders are deadlocked on the matter of selecting a successor, the suit said.

SAFETY RALLY FRIDAY

Ford Branch Invites 125 Industries to Send Representatives.

Employees of 125 large industrial organizations have been invited to

attend the safety rally sponsored by the local branch of the Ford Motor Company Friday at 8 p. m. at Caleb Mills Hall, North and Pennsylvania Sts.

Safety films will be shown and talks made.



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Pain Toothache Neuritis Rheumatism

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Safe Accept only "Bayer" package which contains proven directions. Handy "Bayer" boxes of 12 tablets. Also bottles of 24 and 100—Druggists.

Aspirin is the trade mark of Bayer Manufacture of Monosalicylicester of Salicylicacid

Gasoline and Corn

A bushel of corn will buy more gasoline today than it would buy twelve years ago.

How much more?

Using as authority the latest statistics published by the United States Department of Agriculture, the question can be answered accurately.

The Monthly Crop and Market Bulletin gives the average farm price of corn, for 1913, as \$601 per bushel.

The Standard Oil Company (Indiana) average Chicago tank wagon price for gasoline, for the year 1913, was \$1.4837 per gallon. (For comparative purposes we select Chicago as a representative city of the Middle West).

Thus it is shown that in 1913 one bushel of corn would buy 4.05 gallons of gasoline.

The average farm price for corn, during the year 1925, was \$1.019 per bushel.

The Standard Oil Company (Indiana) average Chicago tank wagon price for gasoline was \$.17276 per gallon.

Thus it is shown that in 1925 one bushel of corn would buy 5.89 gallons of gasoline, or 45.4% more than in 1913.

This fact speaks volumes for Standard Oil Company (Indiana) success in keeping down the price of gasoline, in the face of a constantly increasing demand.

This accomplishment involved the development of cracking processes which doubled the yield of gasoline from a given quantity of crude oil.

It is not too much to say that, when, a few years ago, this nation faced a shortage of gasoline that these processes saved the situation.

Without them the price of gasoline probably would have been double what it is today.

After developing these processes, the Standard Oil Company (Indiana) did not keep them for its exclusive use. It leased them to competitors, that they also might do their bit in conserving an essential basic resource.

The Standard Oil Company (Indiana) believes that the farmer particularly, appreciates its success and its persistent effort to keep the price of gasoline low.

Gasoline is essential to the business of farming. Without it, modern farm practice would be impossible and much of our up-to-date farm equipment would be useless. Without it, labor costs would advance enormously; crops would be jeopardized and the nation suffer.

Low price gasoline means cheap power and greater prosperity for the farmer. When the farmer prospers—we all prosper.

Standard Oil Company

(Indiana)
General Office: Standard Oil Building
910 So. Michigan Avenue, Chicago

Business & Industrial NEWS

TRAVEL ABROAD NEXT SUMMER WILL BE HEAVY

Union Trust Official Says
"Make Reservations Now."

Are you thinking of going abroad this summer? You'd better hurry up and make reservations, then, for, says Richard Kurtz, manager of the travel department of the Union Trust Company, 116 E. Market St., "We're already booked almost to capacity." Other persons say the same thing.

Each year more persons go abroad, and, according to all reports, this is to be the biggest year ever. The personally conducted McComb tours are constantly gaining in popularity, and Kurtz points out some of the advantages of such party travel: Better hotel accommodations are possible, railway service is more extensive and sightseeing excursions are better planned.

The cost of such trips is known in advance; there are no extra charges, and the social features of such well-organized party travel add greatly to the pleasure.

"Why should you have the annoyance of railway tickets, hotel bills, servants' fees and carriages when better arrangements at less cost can be made for you by experienced conductors?" Kurtz inquired.

Some experts from an issue of the Red Book are apropos: "Man's greatest travel is travel. It excels in human interest and utility every other form of instruction. Its cultural values are infinite. Travel is Nature's university."

"Travel constantly engages and entertains the eye and ear. It stimulates the senses and creates what is more than knowledge—namely, understanding."

BULLDOG AUTO INSURANCE FIRM PAYS PROMPTLY

In Indiana Court Proceedings Just Three Times Since 1917.

"This association has the reputation of having been brought into court proceedings in Indiana only three times since 1917," said H. A. Shane, adjustor for the Bull Dog Auto Insurance Association, 406 City Trust Bldg. "This certainly indicates a willingness to settle claims promptly and fairly."

Shane called attention to Best's Insurance Guide for 1925, which publishes the standing and rating of all insurance companies, in the United States. For each company, statistics are published for the business operations and financial standing for the past five years.

Analyze Report

"We want to analyze the report given the Bull Dog Association for five years to prove the statements we have made," Shane said.

"For the five years, the average total income of the Bull Dog Auto Insurance Association has been \$647,076.

"For the five years, the average premium income has been \$624,496.

Average Payment

"For the five years the average payment for the losses has been \$233,166, or a ratio of losses to premium income of 50.7 per cent.

"The expense of management, taxes, department fees and commissions to agents has been 43.9 per cent.

"The man who is wise enough to carry liability insurance can travel with an easier mind, and if an accident does involve him, he will be mighty thankful that he is insured.

"So many people recognize this that they carry limits of well into the thousands of dollars—twenty to thirty, where in the past, \$10,000 was considered a large liability."

The Yellow Wagon and 100 Teams

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Polar Ice and Fuel—8 Phones

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STREET CARS TO HELP MAKE GREATER CITY

Carry Crowds Between Homes and Places of Work.

Indianapolis has a "Million Population" movement on foot. As the city grows towards this goal street cars will have much to do with the success of the movement, how much it is hard to realize.

When the day dawns, you arise. Thousands of other persons arise about the same time. Eight o'clock and all surge to work; five o'clock, all surge home again. The more people, the more factories, stores and office buildings there are in the city—the more massive these surges.

Street cars move people en masse. They are pre-eminently vehicles of mass transportation and street car officials are no doubt right in their contention that our support of plans for a prosperous, growing city and support of plans for a prosperous expanding street car system go hand-in-hand.

The Indianapolis Street Railway Company, with offices in the Tracton Terminal Bldg., no doubt will have an important share in the future industrial expansion of Indianapolis, for as some one has said: "factories are run by men, but the men don't live in the factories. Unless the men can move readily from home to work and then back again, the factories will have to shut down. So vehicles that move the men, run the factories, or help to a startling degree."

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Indianapolis is forging ahead. Its car system must keep abreast of this growth. Ride the cars—it's cheaper—and help keep Indianapolis to the front.