RIVER "COMING BACK"

MISSISSIPPI TO AGAIN BE ROUTE OF GREAT SHIPMENTS OF FREIGHT.

NORWOOD DISCUSSES WATERWAY DEVELOPMENT

Making Trip From LaSalle to New Orleans to Determine Means of Rejuvenating Freight Traffic and Permitting Mississippi Valley Cities to Benefit From Panama Canal.

Special to Times-Republican.

Des Moines, Aug. 30.—The Mississippi river is "coming back" and will again be the route over which great shipments of freight will pass in the opinion of river men with whom Irving C. Norwood has talked recently. Mr. Norwood, who is secretary of the greater Davenport committee, is one of the leaders in the movement to establish traffic again on the big father of waters and thus gain to the middle west the advantage it should have from the Panama canal. He is now making a trip on a freight boat from La Salle, Ill., to New Orleans and has forwarded a very interesting news letter giving his observations on river development as he has been able to make them thus far.

"It is very easy to understand why freight on the Mississippi in appreciable quantities under present condition is not carried and to appreciate the vital need of modern terminals as the first step in the rehabilitation of the river," writes Mr. Norwood, "when one accommpanies a cargo of mixed freight from La Salle, Ill., to New Orleans, on a packet boat of the old type. This statement is made without reservation altho we have been out less than three days and the greater part of the 1,500 mile trip lies ahead of us. But sufficient evidence has already been furnished to enable a blind man to pass judgment. All of the river cities have been criminally neglectful of their opportunities for many years and at no point where we have made a landing nor at any point where we shall touch during the remainder of the long trip to the gulf is there anything that resembles an adequate terminal or any approach to modern handling equipment.

Conditions Must Improve.

"There are wharf boats lying at the rubbish-littered levees of many cities and towns and there are always swarms of husky negro roustabouts hanging around looking for an opportunity to pick up 50 cents or a dollar by the hardest kind of manual labor. But this is a combination that doesn't appeal to the shipper of freight or the owner of river craft. The wharf-boats, which feebly and inefficiently attempt to serve as warehouses, have no rail connections. Their lack of equipment is such that freight must be handled two or three times at each point and the roustabout labor, while cheap per unit, is always mighty expensive in the long run. The result is that while there is a small amount of port to port freight that moves back and forth between certain points, owing to peculiar local conditions, there is absolutely no thru freight service on the Mississippi, either upper or lower, and has not been for many a long day.

"The man on the street is familiar with the fact that many years ago, before the north and south railroad lines came into being, the river carries immense tonnages between St. Louis and New Orleans and back and forth from intermediate points. He naturally asks how it was that the railroads managed to absorb all the business and to put the boat and barge lines out of commission. Nine-tenths of the time he answers his own question, after the fashion of the poorly informed or prejudiced, with the assertion that the rail lines were able to carry this freight more cheaply and more rapidly and that the evolution from water to rail followed as a matter of course.

Rail Competition Killed Traffic.

"This is one of the half truths that often serve the purpose of a lie. The rail line undoubtedly put the river freight carriers out of business. But with their more rapid and moer economical methods of loading and unloading; with their factory to factory and warehouse to warehouse deliveries; with their greatly reduced insurance on goods in transit and with their ability to cut their rates to meet water competition and sustain themselves on revenue from hauls where water competition was not a factor, they had all the best of the bargain. Some of the water lines tried to meet the rail rates. With the afore mentioned rail advantages as elements in the situation and with the cards stacked against them they naturally failed. One by one they went out of business and the railroads, as fast as they were relieved of water competition, put the rates back on a remunerative basis again.

But that was a good many years ago. The river had not been marked and charted and buoyed and lighted and put in its present excellent condition. There were no physical connections between the rail and water lines and certainly no rate agreements. Nor was there any machinery or government by which such connections and such agreements could be compelled. There were no steel barges to reduce insurance rates to the minimum; no low boats economical to operate as well as plentifully powered; no warehouses equipped with overhead handling systems, electric trucks and portable conveyors; no walled terminals with power cranes, railroad trackage and paved roadways for teams. Handicapped by the most primitive conditions, it would have been strange indeed had the boat and barge lines of that day survived their fight with the rails.

River Charted and Marked.

"But the day has come, when as a result of the work of the federal government the great river is charted and marked and buoyed and lighted from one end to the other and is followed by the average pilot as readily as the main street of his home town. And besides, the other advantages of terminal wall, warehouse, handling apparatus, rail connections, joint rates and low insurance are also at hand and may be enjoyed by every city and town, large and small, with common sense and forehandedness to build, install and demand them.

"As a result river men say the Mississippi is "coming back." They believe the increasing use of the Mississippi for the transportation of freight is in the line of logical economic development. They are convinced that before many years roll by very considerable tonnage will be handled on both the upper and lower rivers, that a regular, dependable freight service will be inaugurated between the head of navigation at Minneapolis and the important and fast-growing port of New Orleans and that cities such as Minneapolis, Davenport, St. Louis, and New Orleans, which are building and equipping against that time to come, will be the major beneficiaries.

All river men seem to be a unit in the belief that the future freight traffic of the Mississippi will be handled by barge. They disagree as to whether these barges will run as single units under their own power or operated in groups of twos. Opinion, I find, is about evenly divided, with the older type of river men favoring the group proposition and the newer arrival preferring the unit barge. But they all realize that this is simply a detail of operation that will work itself out in due time by means of the cost sheet. Whichever method is the most economical and gives the best results will prevail.

Terminals Lacking.

"But in the meantime the development of a freight commerce worthy of the name is outrageously handicapped by lack of modern terminals; by lack of steel barges and by the idiotically but effectively antagonistic attitude of the railroads.

"If the average railroad man would give half the time he spends sneering at all propositions to use the Mississippi for freight purposes and in thinking up methods of choking aspiring boat companies to intelligent study of the situation he would become a friend of the river improvement, or river terminal construction and of water freight lines. Instead of meeting every proposal for the use of the Mississippi for freight purposes with the declaration that there are railroads down both banks of the Mississippi and successful water competition would put them out of business he would compare conditions on other streams where water lines have operated between two lines of railroads and instead of putting the rail lines out of business have made it possible for them to pay their dividends.

"But even if the railroads continue to fight every proposal for inland waterway improvement and continue to work against the interest of ambitious river freight lines, they are no longer so greatly to be feared. Their teeth have been drawn. They can no longer drop their rates to kill competition and elevate them again when competition is dead. They can not refuse to make physical connections with their water terminals and they can not decline to enter into joint rate arrangements."

IOWA BREEDERS TO COMPETE.

Prize Winning Livestock to Be Sent to Panama-Pacific Exposition.

Special to Times-Republican.

Des Moines, Aug. 30.—At a meeting of livestock exhibitors at the Iowa state fair grounds this morning plans were made for taking Iowa livestock out to the Panama-Pacific exposition at San Francisco. Inasmuch as Iowa won the world's championship in the agricultural exhibits at the Panama exposition the livestock men are ambitious to carry off the world's honors in livestock. That the old Hawkeye state has more than a fighting chance to do this is evidenced by the magnificent showing of cattle at the Iowa state fair. It was planned to send out some of the winning cattle here to Panama. They will not all be shipped at the same time, inasmuch as many of the exhibitors at the Iowa fair will show at a number of fairs before going to Panama. It was originally planned for all of the Iowa stippers to start for Panama with their prize winning cattle immediately following the Sioux City fair.

LAWYER BUYS PHONOPTICAN.

M. J. Carey, of Newton, Will Use Iowa Man's Invention.

Iowa City, Aug. 30.—M. J. Carey, an attorney of Newton, is the first one to purchase a phonoptican, a wonderful machine invented by Prof. M. C. Brown of the physics department of the state university. The machine enables the blind to read regular print.

Mr. Carey, who was a justice of the peace in Newton, desired to study law, but was refused entrance to the university law school because he was blind. Two Iowa City attorneys advised him to return to Newton and give up the idea of studying law, but Carey would not do so. He hired readers and at length passed the state examination and was admitted to the bar.

In his first lawsuit he was opposed by the two lawyers who advised him to give up the idea of studying law, and he defeated them.

Union News Notes.

Special to Times-Republican.

Union, Aug. 30.—L. W. Johnson has purchased the property occupied by Claude McLowd and family. The latter will move to the Mrs. L. Trimble residence in the near future and Mr. Johnson will vacate his residence home he lately sold to L. M. Carter.

Mr. and Mrs. H. C. Chapin returned Saturday from Ashtabule county, Ohio, where they were called by the serious illness and death of Mrs. Chapin's sister, Mrs. Minnie Smith.

Miss Hazel Callaway went to Des Moines Saturday evening to attend a business college.

S. Bullock has purchased property at Clear Lake and will move his family there soon.

Miss Genevieve Dillon began her work as teacher in the intermediate room of the Liscomb schools today.

A. P. Mason has bought property in Ames near the college now that their third son, Neil, will enter this fall. Clair and Wallace having been there this past year. Mr. and Mrs. Mason epect to move soon.

Mr. Hudwitz, son-in-law of Richard Lawrence, was taken to the hospital at Marshalltown Saturday for treatment.

Mr. and Mrs. Fritzel, of Desmet, S. D., are visiting Mr. and Mrs. F. K. Long. Mr. Fritzel is a brother of the latter.

Jacob Clouse's son and family of South Dakota are here visiting at the parental home.

Dr. and Mrs. J. Biggs went to Sibley to visit their daughter, Mrs. C. P. Whiting and family.

Waterloo Boosts Tax Lexy.

Waterloo, Aug. 30.—The council at the meeting last week authorized levies in the total sum of 31.9 for the west section of the city and 32.4 for the east section, making a total of 42.3 mills for the west section and 41.7 for the east section. One year ago the council levied 37.2 mills

ON NEW INDICTMENT

DR. ANNA LONGSHORE TO FACE TRIAL ON SECOND CHARGE OF MURDER.

CHARGED WITH PERFORMING CRIMINAL OPERATIONS

Waterloo Woman Physician Once Tried in Abortion Case Must Defend Second Action—To Be Tried Again For Shade Girl's Death if Present Case Fails.

Waterloo, Aug. 30.—Dr. Anna Longshore-Moon will be forced to defend herself at the September term of court on the new charge, that of murdering Minnie Ballard, of Tripoli, by performing a criminal operation on the latter, and not the old county, the Rebecca Shade case, in which she was granted a new trial by the supreme court. Announcemennt to this effect was made yesterday by County Attorney Wenner.

There was considerable speculation in Waterloo and vicinity as to just what charge the county attorney would decide to prosecute at the coming court term. After considering both cases carefully, he was of the opinion that the new charge offered the best opportunity for securing a conviction and is now working on the Ballard case.

In the above case, which was brought before the grand jury of Black Hawk county last October, a true bill against her was returned. The case was scheduled to come up for trial at the March term of court, but was continued on request of the defendant. In the meantime the attorneys for Dr. Longshore have filed a petition with the clerk of the district court asking for a change of venue from Black Hawk county. The trial judge at the September term must dispose of this motion before he can proceed with the trial.

Witnesses appearing before the grand jury last October testified that Dr. Longshore treated Minnie Ballard during May, 1914, and evidence was offered that she committed abortion on the person of the Ballard girl May 21, 1914. The girl died May 30, 1914, and, according to the testimony offered by Drs. Rohlf, Jungblud and Osincup, death resulted from blood poisoning. According to a signed statement made by the Ballard girl just before her death in the presence of J. H. Carstensen, justice of the peace at Tripoli, Dr. Longshore committed the operation in her offices in this city. Dr. Longshore denies the charges and states that she performed no operation and gave the girl no medicine.

The Old Case.

The old case against Dr. Longshore dates back to October, 1912, when Rebecca Shade died at the Presbyterian hospital and a post-mortum examination showed that a criminal operation had been performed. On Oct. 29 Dr. Longshore was arrested and charged with the murder of the Shade girl. She was released on $3,000 bonds Nov. 6 and on Nov. 26 a special meeting of the grand jury returned two indictments against the physician, one charging murder and the other charging abortion. She was arraigned before Judge Platt on Nov. 28, and pleaded not guilty to the charges. Her trial was begun Jan. 13 and on Jan. 24 the jury returned a verdict of guilty.

Dr. Longshore appealed from the decision and took the case to the supreme court. The latter reversed the decision and granted her a new trial.

Old Indictment Stands.

In case Dr. Longshore should be proven innocent of the charge entered in the Ballard indictment, she will probably be tried again for the Shade charges.

The Longshore cases have attracted attention thruout the state and the coming trial will be watched with interest. Dr. Longshore is now out on $3,000 bail bonds. It will be the most important case that County Attorney Wenner will have to prosecute at the September term.

MARRIED SIXTY-FOUR YEARS.

Couple of West Union Longest Married in North Iowa.

Special to Times-Republican.

Mason City, Aug. 30.—Mr. and Mrs. Jeremiah House, of West Union, enjoy the distinction of being the longest married couple of any in northern Iowa. Besides this Mr. House is the oldest civil war veteran in Fayette county and is the oldest citizen in West Union. Another honor added to all this, Mr. and Mrs. House have been residents of the county in which they now live all their married life. For sixty-four years they have lived together. Mr. House is 92 years old. They were married at Bradford, Wisconsin.

Grinnell and Vicinity.

Special to Times-Republican.

Grinnell, Aug. 30. — Mrs. Thomas Fuller, of Chicago, has been ill for the past nine days with typhoid but is reported by her physician as being now in a hopeful condition.

The body of Mrs. Charles Skeels, of Spencer, was brought to Grinnell and interment was made in Hazelwood cemetery yesterday afternoon. Mrs. Skeels was but 21 years of age and leaves a husband and one child. Charles Skeels is the son of A. M. Skeels, formerly a resident of Grinnell. A brief service was held at the grave.

Rev. Arthur G. Graves, pastor of the First Congregational church of Muscatine, preached very acceptably to the congregation in this city yesterday and afterwards met with a large number of old friends who knew him in his college days here and were glad to listen to his message and give him greetings again.

Mr. Roby, passing thru Grinnell on his way from his home in California to the east to visit relatives, stopped here to visit his cousin, Frank Knight. He plans to stop here again on his return trip to which time Mrs. Roby is expected to be here and they will return to their western home together.

Mr. and Mrs. Milton Noah came by auto from their home in Pocahontas last week to visit Mrs. Noah's parents, Mr. and Mrs. Elisha Hammer, and also Mrs. Noah's sister, Mrs. Sage. As a result of this visit Mr. and Mrs. Hammer, who are both nearly helpless, will soon be taken to comfortable places in the soldiers' home at Marshalltown.

Miss Kathleen Coffield from Wichita Falls, Tex., has been visiting Miss Ada Anderson, of this city, and both have gone to Chicago to visit relatives.

Mr. and Mrs. Glenn Anderson are having the pleasure of a visit from Mrs. Anderson's parents, Mr. and Mrs. Henry Schaefer, who came by auto from their home in Moline, Ill., bringing with them Mrs. Mary Balmos and her son Henry, whose home is in Port Jervis, N. Y.

Mrs. W. S. Roby is making a three weeks' visit with friends in Minneapolis.

The Grinnell Electric and Heating Company is minus a Ford which they are sure was taken by some one or ones with felonious intent. Due notice has been sent abroad.

Mr. Elmer Collins had a prospective pleasant visit rudely cut short last week by appendicitis pains and hurried home and to the hospital here, where he underwent the usual process of appendix detachment. He is now reported as recovering normally. He, with his wife and children, had gone to Centerville to visit his brother, J. C. Collins.

Miss Gretta Smith has returned to her work with the state library commission in Des Moines after a vacation of a couple of weeks at the home of her parents, Mr. and Mrs. J. H. Smith, of this city.

Mr. and Mrs. Will Biggs have made arrangements to move from Des Moines and make their future home in Grinnell, where Mr. Biggs will be in the employ of W. I. Wortman.

Miss Lucilie Adams is expected home today from Marshalltown, where she has been visiting at the home of her brother, Clifford Adams.

Mr. and Mrs. F. H. Gifford, of Hotel Monroe, are entertaining as their special guests Mr. and Mrs. Lorin, who are on their way back to their home in New York after several weeks spent on the Pacific coast and visiting important points en route.

SWEDISH CONFERENCE.

Reports Show That Churches Are in Prosperous Condition.

Dayton, Aug. 30.—The reports of the district superintendents and the active elders were given to the Western Swedish conference of the Methodist church in session here, and showed a prosperous growth of the churches of the different districts during the year. The conference proper opened under the direction of Bishop Shepard, O. L. Stromberg being appointed secretary, Rev. Nels Pearson statistical secretary, and Rev. Edwin Sahlin treasurer. A special session in the afternoon gave consideration to a proposition to organize a Swedish Conference Claimants Society for all of the six Swedish conferences in America. It found favor and will probably pass today. The session opened this morning with an inspiring address by the bishop, urging general activity in line with the general religious movement now going on in all the churches of the country.

"SUFFS" NOT PLEDGED TO ALLEN

Will Support No One Candidate in Gubernatorial Race.

Des Moines, Aug. 30.—Miss Flora Dunlap, president of the Iowa Equal Suffrage association, yesterday denied emphatically a report that made her responsible for the statement that the Iowa association should support Senator Joe Allen, of Pocahontas, for governor.

Miss Dunlap declared the association is strictly non-partisan and that while it recognizes and appreciates the past record of Senator Allen, it will support no one candidate at the primaries.

"We have our own press bureau," said Miss Dunlap, "and we are preparing letters which will be sent to more than 150 newspapers of Iowa that our bureau reaches, stating our position regarding the various gubernatorial candidates."

FARMER'S WIFE KILLED.

Falls Under Loaded Wagon While Holding Team.

Cedar Rapids, Aug. 30.—Mrs. Earl DuPoy, aged 25, wife of a prominent farmer of Benton county, was instantly killed when thrown under a loaded wagon by a team she was attempting to hold. A wheel passed over her neck, causing dislocation.

Bloodhounds Lose Trail.

Winterset, Aug. 30.—Sheriff Frank Brock and his posse returned from following the trail of the supposed murderer of Rufus Ulery, of Webster. The bloodhounds followed the trail until they arrived at the railroad track at Prescott, when they lost the scent. It is the supposition that the man boarded the train at this point.

Two suspects have been arrested, one at Corning, and one at Omaha both of whom will be brought to this place, where an attempt will be made to identify them.

Sues For $25,000 For Death.

Special to Times-Republican.

Iowa City, Aug. 30.—A $25,000 damage suit has been instituted against the C. M. & St. P. railway company by J. A. Kirkpatrick, administrator of the estate of Ralph Kirkpatrick, an Iowa City bridge painter who was killed near Sabula, Iowa, not long ago when a passenger train rounded a curve and ran him down.

To the Pubilc.

"I feel that I owe the manufacturers of Chamberlain's Colic, Cholera and Diarrhoea Remedy a word of gratitude," writes Mrs. T. N. Witherall, Gowanda, N. Y. "When I began taking this medicine I was in great pain and feeling terribly sick, due to an attack of summer complaint. After taking a dose of it I had not long to wait for relief as it benefited me almost immediately." Obtainable everywhere. — Advertisement.

Compared with some of the country's other leading industries, the electrical investment is approximately 50 per cent of the total value of steam railroads, and the equipment, 33 per cent more than the value of livestock, a little over three times as much as the sum of the nation's gold and silver coin and bullion, and almost twice the estimated value of clothing and personal adornments, an approximately equal to the value of furniture, carriages and kindred personal property.

The per capita consumption of rice in Costa Rica is 100 pounds per year.

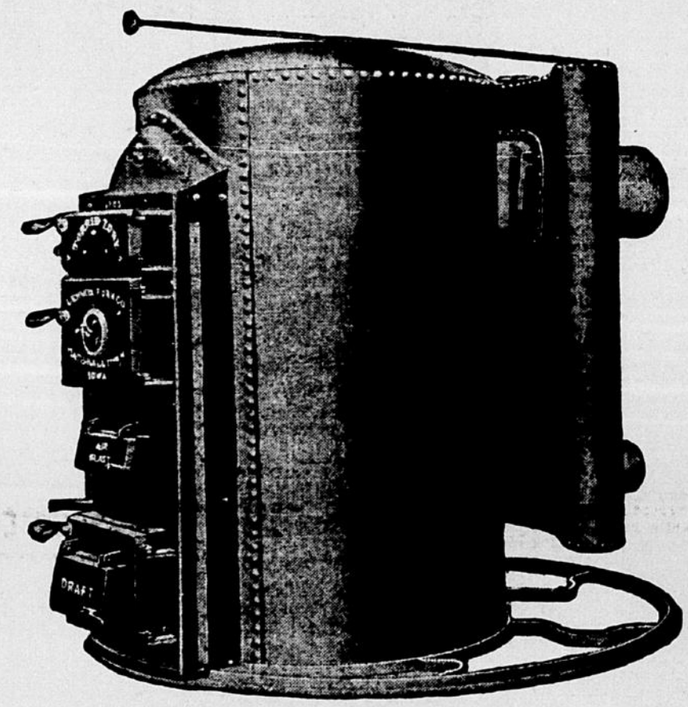
HORLICK'S
The Original
MALTED MILK
Unless you say "HORLICK'S" you may get a Substitute.

Fresh Air Heating

Pure, fresh air heating is as essential to good health during the six months of closed in housing as sleeping on the porch. Stoves and iron radiators must heat the same foul air of a room over and over again. There is no provision for fresh air in houes heated by stoves, steam or hot water plants and hence it is that living rooms and sleeping rooms so often smell foul and "stuffy" when several people have occupied the rooms until the air in them has become vitiated.

Lennox Torrid Zone steel furnaces warm with a constant supply of fresh air. Either the pure air from the unoccupied rooms is recirculated thruout the building or fresh air from outside is carried constantly to all parts of the house. So fundamental is this mechanical principle and so important to health that many states prohibit the heating of public audience rooms and school house with direct radiation of any kind.

As to cleanliness there was a time thirty years ago when furnaces were considered dirty. It was because the warm air furnace of that day was made of cast iron sections and would leak gas and dirt into the house because the joints between the sections could not be made gas tight. They were cemented but when the iron became heated it would expand and loosen the cement and fire pots would crack



For twenty years now Lennox Torrid Zone furnaces have been made of heavy steel plates riveted and caulked gas tight like a steam boiler. They will warm a house with less dirt than the radiator which smuts the wall paper clear to the ceiling wherever it stands.

Upright smoke travel and smooth steel causes all soot to fall back into the fire to be consumed for fuel. It can not retard radiation and the instant heating quality of steel causes the greatest amount of heat to radiate from the fuel used so that these furnaces of steel are sold thruout the Canadian northwest where none but the most powerful heaters can battle with a northern winter.

Lennox Torrid Zone steel furnaces are cheaper to install than hot water or steam plants and will heat with less fuel. They will heat quicker and are far more simple to operate. They are vastly cleaner than any other kind of a warm air furnace or stoves and cleaner even than hot water or steam radiators. They heat with fresh air which is absolutely essential to health, and they are provided with water pans which make it possible to have the moisture of sea breezes in your house if you will use water enough.

CONSULT WITH OUR HEATING ENGINEERS

Ackley.....Carstens Bros.
Alden.....O. S. Benshoof
Alexander.....E. R. Green
Allison.....A. R. Ruehaak
Aredale.....Folbrecht & Tiedmann
Belmond.....C. N. Reese
Blairstown.....F. M. Davis
Bradford.....Jones Bros.
Brooklyn.....Breckenridge & Co.
Chelsea.....Comte & Son
Clarion.....Staples Bros.
Clarksville.....J. L. Cerney
Clear Lake.....Knutson Hdw. Co.
Collins.....O. B. Patterson
Colo.....H. E. Ransom & Co.
Conrad.....L. W. Kerchner
Deep River.....Winders & Craver
Dike.....D. H. Hagerman
Durant.....D. C. Wunder & Co.
Dysart.....Dysart Hdw. Co.
Elberon.....J. J. Shanda
Fredericksburg...Triplett Hdw. Co.
Garner.....C. J. Schneider
Geneva.....H. C. Clock & Sons
Gladbrook.....F. L. Carlisle
Grafton.....Usker & Miller
Greene.....Nolterieke Bros.
Grundy Center.....G. C. Pettit
Hampton.....Chas. Beed & Son
Horton.....Boyd Merc. Co.
Hubbard.....C. A. Clancy
Hudson ... Gutknecht & McDowell
Keystone.....Henry Miller
Klemme.....Gruetzmacher Bros.
Ladora.....Snavely Bros.
LaPorte City ..... Lehman & Klock
Marengo.....W. A. Snavely
Mason City.....Currie Hdw. Co.
Melbourne.....Hauser Bros.
Meservey.....H. K. Pals
Montezuma.....A. Mentzer
Nevada.....Dodge & Wall
New Hartford.....Yokom Bros.
New Providence.....
.....New Providence Hdw. Co.
Parnell.....A. W. Glider
Plainfield.....Boyd Merc. Co.
Plymouth.....W. H. Berman
Readlyn.....J. W. Kehe
Rockford.....Kluckhoim & Koerner
Rockwell.....P. B. Bristol & Co.
Rowan.....Whitten & Huber
Sheffield, Eggman & Kammeier Co.
St. Anthony.....Jacob Mayer
Steamboat Rock .... Cramer Bros.
Tama.....E. G. Penrose
Toledo.....A. H. Conant
Traer.....B. F. Thomas & Son
Tripoli.....Standard Hdw. Co.
Union.....J. E. Eckland & Co.
Van Horne.....P. N. Paulson & Son
Victor.....D. P. Lanning
Vinton.....J. L. Heldon
Waterloo...C. M. Berkley Hdw. Co.
Waverly.....Luhring & Pape
Wellsburg.....Beving & Flessner
Whitten.....H. A. Lyon
Williamsburg.....D. Milton Jones

Lennox Furnace Co.

Marshalltown, Iowa