

THE EVENING NEWS

JEFFERSONVILLE, INDIANA TUESDAY, DECEMBER 17, 1929

R PALS SHOUT THREATS AT

Out Smallpox!" City, State Order

CHANGE PLEAS FIVE-YEAR T PROPOSE

Pretty "Joe" Miller A
Moth

Editorial Comme

FREE VACCINATION

Mayor Poindexter's firm
against quarantine violation an
efforts to obtain better co-oper
from the doctors are steps in the
direction.

But the public should reme
that public officials can do little
without public support and public co
operation. The public can put an e
the plague in short order by ge
vaccination and by reporting cas
smallpox and quarantine violatio
the authorities.

Many smallpox patients do no
a doctor, it is said. One wou
many such houses are ever fumig
after the sick recover. If not the
remain plague spots which may
another outbreak, after this o
over. Persons responsible for
conditions deserve public cond
tion and official prosecution.

Some persons may feel that
cannot afford the expense of vac
tation. The Evening News suggest
the law provides for free vaccin
at the expense of city or townsh
such cases. Mr. Voigt, a comp
lawyer, sends word from his
room, that the authorities are
justified in incurring this expen
der the law.

A JUST JUDGMENT

Judge George C. Kopp's acti
allowing William Kipper, boy o
to plead guilty to involuntary
slaughter, should have unqua
public approval.

No one believes that the boy i
ed to kill his brother, and a verd
murder, whether in the first o
ond degree, would have been to
vere.

Mr. Voigt, publisher of the l
ing News, sends word from his
bed, asking that the News expre
sympathy for the afflicted family
has known John Kipper and his

PLAN TO CEASE FERRY SERVICE IN A FEW DAYS

COMPANY DIRECTORS VOTE AT MEETING TO LIQUIDATE ASSETS

Ferry service, in operation between
Louisville and Jeffersonville for more
than 120 years in one form or an
other, will become a thing of the past
within the next week or ten days, D.
B. G. Rose, vice president of the Falls
City Ferry & Transportation Compa
ny, said Monday.

The ferry franchise between the two
cities was granted in 1807, and under
this grant boats have been plowing
the Ohio's surface ever since. The
service was extremely profitable until
its business was diverted to the new
Municipal Bridge.

After hearing Mr. Rose's report, di
rectors of the company agreed to
liquidate the company's assets. Besi
des the franchise, the company owns
the ferryboats, the Froman M. Coots,
a Diesel driven craft, and the Henry
Watterson, a steamer. The former is
said to be the largest Diesel ferry in
existence and the second on which oil
burning equipment was installed. Its
engines alone cost \$100,000. Mr.
Rose said he had several inquiries
from prospective buyers on the Lower
Mississippi.

Health Call Issued

Miss Jessie Snapp, Clark County
health nurse, today urged the public
to speed up remittance for Christmas
seals. The money is to be used in a
health campaign.

The stamps were mailed out some
time ago. Receipts today totaled
\$781.55. The goal is \$2,000, Miss
Snapp said.

Mrs. M. F. Tichenor will leave
Wednesday morning for Phoenix,
Ariz., to visit her son J. E. Tichenor

there have been no deaths in the
smallpox outbreak which has raged
here for some months, smallpox usual
ly becomes more virulent as winter

Reporter-Member Gives Congress "Low-Down" on Tariff Opposition

The public, by a ratio of four to
one, is against the sweeping changes
provided in the pending tariff bill,
according to replies by editors to
a questionnaire recently sent out by
Congressman Louis Ludlow, of In
diana.

As an old newspaperman, former
president of the National Press Club
and for twenty-eight years a member
of the Congressional Press Gallery,
Congressman Ludlow believed an ac
curate survey of newspaper editorial
opinion would provide Congress with
the best possible index to national
thought on tariff revision. He ac
cordingly wrote personally to the edi
tors of all daily newspapers in the
United States, enclosing a brief ques
tionnaire designed to disclose the
viewpoint of the editors, their news
papers and their communities on the
subject of tariff changes.

"Of 432 replies received," Congress
man Ludlow states, "in which every
state is represented, 358 voiced oppo
sition to the general revision under
taken by the Hawley-Smoot bill,
while only 74—or less than one in
five—indicated support.

"If there has been any doubt that
the country is against the tariff tink
ers on Capitol Hill, who have messed
their job by incorporating such ab
normalities as the debenture into the
tariff, this questionnaire ought to disp
el it. Congress now has a chart by
which, if it chooses, it may retrace its
steps and enact the kind of tariff re
vision the country really desires."

Failure to hold the bill to the "lim
ited revision" recommended by Presi
dent Hoover, Congressman Ludlow
states, is the general basis for most of
the opposition revealed. Specifically,
the most outstanding and frequently
mentioned point of objection was in
connection with the proposed in
creased tariff on sugar.

In this connection, the extent of
favorable editorial opinion toward a
sliding scale for sugar duties was



CONGRESSMAN LUDLOW

rather striking. This plan, many edi
tors held, offered a scientific rather
than a political method for tariff ad
justment. Of 125 editors who discus
sed the respective merits of the
sliding scale in comparison with
changes effected by the President
through a Tariff Commission, 63 fa
vored the sliding scale as against 62
who supported the so-called "flexible
tariff" plan.

"My purpose in sending out the
questionnaire," Congressman Lud
low explains, "was to get a composite
picture of public opinion on the tariff
bill. I have been surprised how one
sided that opinion is. The country is
back of President Hoover. If the
members of the senate and house will
unite on a bill along the lines charted
by the President, and fulfilling prom
ises made by both political parties to
agriculture, it is yet possible to sat
isfy the tariff sentiment of the
country."

Court Notes

James B. Stalker and John M.
Stalker filed suit against Dorothy
E. Stalker asking for the partition
of real estate located in the north
half of the S. W. quarter, section
35, Town 1, north range, 5E, in
volving 80 acres, which is now being
held in common. It is further alleg
ed by the plaintiff that they desire
a separation of the ownership of
property and that this can only be
brought about by the partition of

Langtry Funeral Set For Tuesday

Funeral services for Mrs. Anna
Langtry, 83, widow of Geo. Langtry,
who died at 12:30 o'clock Sunday
morning at the home 334 Meigs ave.,
were held at 9 o'clock Tuesday morn
ing at St. Anthony's Catholic Church.
Burial will be at Fairview cemetery,
New Albany.

She was a native of Louisville. Sur

INTERSTATE CUTS FARES ONE-THIRD EFFECTIVE JAN. 5

REDUCED RATES TO BE TRIED AS EXPERIMENT IT IS ANNOUNCED

A reduction of approximately 33
per cent in ticket fares on suburban
car lines connecting Louisville, New
Albany and Jeffersonville will be
made by the Interstate Public Service
Company, effective January 5, accord
ing to an announcement today by J.
M. Brown, vice-president of the com
pany.

The reduced rates will apply to ser
vice between Louisville and the Daisy
Depot in New Albany via the K. & I.
bridge; between Louisville and down
town Jeffersonville over the Big Four
bridge; and between New Albany and
downtown Jeffersonville.

Under the new fare schedule, which
will be adopted on six months' trial,
a strip of six tickets will be sold for
35 cents. Cash fares however, will not
be affected by the new tariff.

By this arrangement, residents of
the three cities who frequently travel
from one city to another will receive
all the benefit from the reduced rates,
while the occasional traveler will con
tinue to pay the cash fare of 10 cents.
Mr. Brown pointed out.

At present, commutation tickets
on the interurban line between Louis
ville and Jeffersonville and Daisy Line
between Louisville and New Albany
are sold at the rate of nine cents a
ride. Tickets on the line between Je
ffersonville and New Albany are sold
at seven cents each. The new rate
will enable patrons traveling from
Louisville to New Albany or Jeffers
ville to buy six tickets for less than
the present price of four, thus effect
ing a saving of more than one-third
the cost of regular riders. Patrons of
the New Albany-Jeffersonville line
will receive six tickets for the present
price of five, under the new schedul.
The new tickets will be good for 30
days from date of sale, and may be
used interchangeably on any of the
three lines. They may be purchased
only at the company's ticket office.

In announcing the reduced rates,