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THE EVENING NEWS

JEFFERSONVILLE, INDIANA SATURDAY, JULY 20, 1929

A CONSTRUCTION
In a Pro
Dedicated to
greater Jefferson

PRIC

PYLONS ON APPROACH ENTRANCE OF NEW TRAFFIC BRIDGE NOW ARE IN PROCESS OF ERECTION

Structures Bearing Seal Of State And American Eagle Are Superb In Architectural Design And Beauty

Standing in imposing prominence, significant of art and master craftsmanship; suggesting power, durability, lasting service, the Pylons of the new traffic bridge between Jeffersonville and Louisville are now in the process of erection.

To many, who are enthusiastically anticipating the construction work, the word, "pylon" means "only a part of the new traffic structure," but to the populace that will traverse the bridge from Jeffersonville to Louisville in the future, these Pylons will be the physical indication of the beginning of the bridge approach proper on the Indiana shore.

Perhaps a better explanation could not be made than to describe their physical arrangement. The Pylon of great entrance stone columns stand on each side of the approach, thus making a formal entrance to the bridge proper. They are to tower thirty-nine feet above the base. Many who have been inspecting the construction site have beheld huge stones bearing incised carvings; carvings indicating an adjoining stone is needed to make up the Pylons. The Pylon at its base consists of a large basic stone of Indiana limestone. A fluted column rises above the latter and on that there is to be placed a large stone bearing the seal of the state of Indiana carved into the stone. Another fluted column then is placed above the seal and over this column there is to be set another large stone with the American Eagle bursting into form from its rock-hewn face. Another stone forms the cap of the Pylon and this comes to a completion in a tall artistic lamp standard.

With the same expertness that has gone into the carefully planned steel structure spanning the Ohio, the approach, the administration building, every detail of the new traffic structure is to reek with beauty in a setting especially designed by those who caught the first vision of the completed structure and dared to outline plans for their realization.

Pride In Progress

Each stone in the masonry construction is laid with the correct supervision of craftsmen, with prideful possession of security, apparently find pleasure in the progress toward a successful end of their handiwork.

New sidewalks and granite curbs are to be constructed on Missouri avenue from Fourth street to Riverside Drive and on Riverside Drive and Market street over the entire width of the property and on Illinois avenue from Fourth to Third streets, it was learned today.

A portion of ground lying between Illinois and Missouri avenues is to be landscaped and terraced so that descending the bridge approach from the entrance of Jeffersonville, the traveler will behold this plot of ground, beautifully planned for the primary purpose of adding to the setting of the structure.

As to the erection of the steel on the structure spanning the river, workmen, a corps of foremen, and engineers are driving hard to hoist the great steel beams into place and to complete the new work at the earliest possible date.

All materials for the roadway have been ordered and part of them have already arrived on the site so that the actual building of forms by the Vang Construction Company, sub-contractors for the American Bridge Company, will begin in the near future.

The steel on the simple span between Piers 7 and 8, the first span on the Indiana shore, is about 50 percent erected and will be entirely completed in a few weeks, it was learned today. The riving of the floor system is to be completed in the near future.

G. O. P. Reform Strikes Snags In "Solid" South

OLD GUARD HOLDS TO POST DESPITE HOOVER EDICT FOR OUSTER

Washington — Reformation of the Southern G. O. P. as sponsored by President Hoover is proceeding slowly in some states and has met still opposition in others, according to political leaders from that territory, now in the capital.

Postmaster General Brown, intrusted with active supervision of the reorganization, has recognized many of the old elements frowned upon by President Hoover in his announcement of sweeping changes, southern leaders charge. These point out that the "lily white" groups set up by Horace A. Mann, Hoover's southern campaign manager, have gone unrecognized by Brown, while veteran politicians have been restored to power.

Defeat Efforts

In Florida and Georgia the Mann leaders have defeated efforts of the Brown groups to obtain state control. Glenn Skipper, Florida national committeeman, has declared that he will boss his own party without interference from anybody.

A. F. Knotts, who had allied himself with the Brown group, was recently thrown out of his state chairmanship by the Skipper element, but later re-elected as a friendly gesture toward the administration.

In Georgia the Mann supporters showed their control in several contests, but H. G. Hastings, who was put in charge when Mann was in the good graces of the administration, has not been recognized by the postmaster general.

In these two states the situation is quiet, but a showdown is expected soon. Mann's "lily white" policy has been disregarded in these and other states during Brown's control, southerners charge.

Denied Request

Joe Tolbert, picturesque national committeeman for South Carolina, is not in high favor at the White House, where his request to see the President recently was denied. In this state the G. O. P. has been placed in the hands of an advisory committee by Brown, but there are rumblings of discontent from the Tolbert group.

With South Carolina and Georgia, Mississippi was the other state mentioned by the President as in need of reformation. It is understood, however, that Perry Howard, Negro national committeeman, still is in the saddle. Howard's associates during the period when various scandals were charged against the G. O. P. there still are in control.

FLIER FORCED DOWN WILL RESUME FLIGHT

New York — Army officials here Friday night received a telegram that Capt. Ross G. Hoyt, flying from Mitchell Field, N. Y., to Nome was forced to land at Vanderhoff, B. C., because of fuel shortage.

The message sent by Captain Hoyt said that he would refuel at Vanderhoff and proceed at dawn Saturday.

concrete are now in the process of erection. The toll houses are to be

REPORTED LEASE OF DOG RACE TRACK

Announcement was made yesterday that Lawrence Capehart Post of the American Legion would lease the Dog Race Track for one year and operate it without gambling.

If, without gambling the Legion will have the support of the News, but if it be otherwise the News will not abate its opposition in the least, and any attempt to evade the gambling law will meet with most vigorous opposition. The News will continue to be most active in protecting the fair name of Jeffersonville.

Coolidge Says Congress Level Headed As A Whole

Important Notice

In job work the cost of setting up the form with which it is printed is 45 per cent of the entire cost, including paper, setting up form and the press work. The former publisher kept all the forms, to be used in getting out subsequent orders. The present publisher has acquired them under the judgment rendered in his favor recently. There are about 200 and they are now on hand ready for use.

To those who have had job work of any description done by the News in the last three and a half years we will divide the cost thus saved, upon their bringing their order to this office, thus reducing the charge to them for the job complete.

Women Best Bootleggers In Arkansas, Report

Texarkana, Ark. — After arresting fourteen women in Miller county on liquor charges, S. M. Gurley, deputy prohibition administrator for western Arkansas, asserted today that "75 per cent of the bootlegging in the state is being carried on by women," and that the drive on them had just started.

The fourteen, seven white and seven Negroes, and six men were caught in a series of raids, which, Gurley said, resulted from who have been undercover agents in the activities of working in this section for two months.

"The days of Southern chivalry are over so far as women violators of the prohibition law are concerned," Gurley announced. "We have been carrying on undercover work in southern Arkansas for some time and before we are through hundreds of women are going to find themselves facing a Federal judge."

In the past prohibition officials, especially in the South, have been inclined to look askance at the woman liquor vendor because Federal judges have not favored sending them to such institutions as Atlanta and Leavenworth prisons. Now, with the new law, the situation is charged entirely.

"Our raiders have been given instructions to be hard boiled,"

New York City—President Calvin Coolidge does not concur in the commonly heard charges that Congress is a recalcitrant body, prone to pass in judicious bills and block constructive legislation. On the whole, he declares in his latest article on his presidential experiences, it is a level headed body actuated by a real desire to serve the country.

"Sometimes it would seem for a day that either the House or the Senate had taken some unwise action," he says in the American Magazine, "but if it was not corrected on the floor where it occurred it was usually remedied in the other chamber. I always found the members of both parties willing to confer with me and disposed to treat my recommendations fairly. Most of the differences could be adjusted by personal discussion."

"The Congress has sometimes been a sore trial to Presidents, but I did not find it so," he continues. "Among its members were men and women of wonderful ability and veteran experience. I think they made their decisions with an honest purpose to serve their country. Of the duties of all public officials with whom I have been acquainted, the work of a Senator of the United States is by far the most laborious. About twenty of them died during the eight years I was in Washington."

Back of Congress, says the former President, is the mind of the country, intent upon its own affairs, not caring particularly about national issues but anxious to see the government move along in a dignified and orderly manner, and to this element a President can safely appeal. However, he adds, this mass is ordinarily inarticulate and is often defeated by organized minorities. Also back of Congress, Coolidge considers that there lies the political mind of the country and it is through this element that he usually is obliged to work.

"This group consists of men who have been 'twice spoiled,' spoiled by praise and spoiled by abuse," which leaves them timid and a prey to the organized minorities, the formation of which has become a recognized industry in Washington.

The minorities, writes Coolidge, are often led by able persons who have great skill in bringing influence to bear upon officials and legislators. They have ways of securing newspaper publicity, flooding Senators and Representatives with petitions and overwhelming them with abuse in such a way that often brings about the passage of bills that otherwise would fail. The former President does not consider all legislation thus brought about as necessarily bad, but it is always tremendously expensive. He believes that if it were not for the rules of the House and the veto power of the President, that within two years the activities of the minorities would double the cost of government.

It is largely because of such bills which are often passed, that the President must often assume party leadership, says Coolidge. He considers the exact press mandate of the people a different matter from the whims of those who were merely victorious at the polls and in the bigger issues he proceeded upon the plan that the party

ABRAHAM LINCOLN, VIGOROUS TALL, SIMPLE WESTERN PRESIDENT OF UNITED STATES

Came To White House In Crisis Fame Through Debates, Known Emancipator

Bridge Traffic May Not Touch Business Section

UNLESS ADEQUATE STREETS ARE AFFORDED MOTORISTS, OUTLYING IMPROVED ROADWAY WILL BE USED

(This is one of a series of articles regarding facts secured through interviews, study and opinions gathered by Sylvia Ragon, City Editor, The Evening News, on the influence of inadequate streets to the new traffic bridge approach, in Jeffersonville.)

A vital problem faces those interested in the growth and future industrial achievements of Jeffersonville, in the fact that improper street facilities to the new traffic bridge approach when the bridge is opened sometime next fall, will divert the traffic away from the City and travelers who find it necessary to use the traffic structure will be out-skirting the City, never touching the business section, properly.

The problem, in the opinion of many public-spirited residents, is a vital one, one that should not be dodged or avoided. Indiana avenue intersecting on Spring street near Tenth has been improved with a concrete surface and already many cars use this street to avoid bumping over holes and rough bricks on Spring street. The traffic could well use Indiana from its point of intersection and travel to Sixth, from Sixth it would go to Illinois or Missouri avenues and thence to the bridge approach.

"This is just what we do not want traffic to do," one prominent resident of this City proclaimed in discussing the situation of the new bridge traffic. In the opinion of many, to allow such a situation would not only manifest indifference on the part of our business section in this City but would tend to indicate that business is not solicited from those who may pass through our City.

The seriousness of the situation becomes more acute as the time is shortened, and nothing is being done about the street situation, many have set out. Regardless of political affiliation, it appears that while the consensus of opinion from leaders of this community is that the streets should not be fixed half way but should be permanently constructed, and streets that will bring the travelers to the heart of the City should have the preference over all adjacent streets, yet no solution to the difficulty has been submitted and while the suspension grows in the face of all the realities as they are, the responsibility of "doing something" remains assumed.

It has been pointed out in a survey of the situation that the negligence and failure of this City to furnish adequate streets to the approach, the amount of motor travel will be reduced, ultimately throwing the burden of the full obligations of those of this city and community at large required to use the bridge regularly. If the latter is completed, it will be a disaster to the city.

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