



UPSY-DAISY—Candido Andres, a novice bullfighter, appears to be doing a balancing act on the back of the enraged bull during a fight in Madrid. Oddly, the matador was unhurt after being tossed high in the air.

COURT NEWS

Divorce Granted
The plaintiff was granted a divorce in the case of Lois J. Sprowl vs. Wayne Sprowl, and support was set at \$30 per week. Court costs were assessed the defendant.

Case Continued
The divorce action of Carol Troutner vs. Dale Troutner was continued on a motion by the plaintiff.

Ordered to Pay
In the divorce case of Kaye A. Bieberich vs. Kenneth Bieberich, further stipulations as to custody of a minor child were made, and the defendant was ordered to pay \$50 for the benefit of the plaintiff's attorneys, within 30 days.

Set For Trial
Set for trial on September 22, at 10 a. m., was the divorce case of Wanda Munson vs. Robert E. Munson.
A venue case from Allen county, Northwestern Equipment Co. vs. Cummins Diesel of Fort Wayne, was set for trial at 9 a. m.

on January 11, by agreement of the parties involved.

Divorce Filed
A complaint for divorce was filed by Howard R. Buckland against Janean K. Buckland, and a summons was ordered issued to the sheriff for the defendant, returnable September 30.

Case Dismissed
On a motion of the plaintiff, the case of the Citizens Commercial Bank of Celina, O., vs. Paul Reidenbach, doing business as Reidenbach Equipment Co., was dismissed, with court costs assessed the plaintiff.

Set For Hearing
In the case of the Aluminum Acceptance Corp., vs. Wilford and Evelyn Plasterer, the plaintiff's demurrer to separate paragraph of the answer was set for hearing on October 5, at 9:30 a. m.

Marriage Applications
Horace G. Swygood, Van Wert, O., and Thea Vera Hoblet, 216 S. Tenth St.
David Allen Bradtmueller, route 7, Fort Wayne, and Margene Kirchner, route 3, Decatur.

Richard Ketron, 1121 Elm St., and Rebecca June Freeland, 1121 Elm St.
Jerome K. Lindemann, Tocsin, and Gloria Anna Buckner, 233 Stratton Way.

Booker Edward Landrum, Jr., route 6, Decatur, and Katherine Mary Bouchard, route 6, Decatur.

Chicago Livestock

CHICAGO (UPI)—Livestock:
Hogs 6,000; steady to weak; No 1-2 200-225 lb 17.25-17.50; No 103 190-250 lb 16.75-17.25; No 23 240-280 lb 16.50-17.00.

Cattle 1,000; calves 15; all slaughter classes steady; few good and low choice 950-1100 lb slaughter steers 22.00 - 26.00; standard and low good 19.00-22.00; 2 loads choice 900 lb heifers 24.00; scattered lots good and low choice 21.00-24.25; canner and cutter cows 11.75-14.00.

Sheep 500; spring slaughter lambs slow to 50 lower; choice and prime 80-100 lb 23.00-23.50; good and choice 21.50 - 23.00; good 20.50-21.50.

More Interstate Highways Studied

By HORTENSE MYERS
United Press International

INDIANAPOLIS (UPI) — Although Indiana's 1,114-mile share of the interstate highway program will not be completed until 1972, Hoosier road planners are studying perhaps another 700 miles of such routes.

George Goodwin, executive director of the Indiana Highway Department, said "these are very superficial studies and are not backed up in depth and not related to other states."

"But we intend to go further and do a comprehensive needs study," he said.
Congress has not indicated that it will authorize a second interstate construction program after 1972, but highway planners have to set their sights a long way down the road into the future because of many complications facing their profession.

Manual In Preparation

The U. S. Bureau of Roads currently is putting together a manual which states can use as a yardstick for determining future needs. Goodwin said that when the manual is completed, probably early next year, Indiana and other states will make a serious study of future needs.

"This will be the first from-the-states-up study since 1916," Goodwin said. "It will be a comprehensive re-study of the whole federal-state highway system, including financing ratios. There has been some discussion of a new system of intermediate between primary and secondary roads."

Goodwin said that the "independent superficial study" made thus far in Indiana indicates a need for an interstate type route along the west side of the state, from Chicago to Evansville; another along the east side from Fort Wayne to Cincinnati; a third from South Bend to Indianapolis, and two east-west routes, one roughly along the corridor of U. S. 24 and the other along the corridor of U. S. 50.

361 Miles Nearly Done
The 361 miles of the Indiana Toll Road and 6.7 miles of the Tri-State Expressway in Lake County were accepted as part of the Hoosier interstate quota and therefore reduced the actual mileage constructed or to be constructed to 950.

As of Jan. 1, 1963, a total of 361 of those 950 miles will have been constructed with the remainder either under construction or in the planning stage.

When Governor Welsh came into office in January, 1961, there were 96.2 miles built, excluding the 163.6 miles of the toll road and the Tri-State. As he goes out, the total will be 361.

Interstate 65 and 74 are the two routes on which most of the past construction was done. I-65 will be open from Jeffersonville to Seymour and from Indianapolis to Lebanon by Jan. 1, 1965. The rest of the Chicago-Louisville road is scheduled for completion in 1967-68, except for the portion intended to form an inner belt inside Indianapolis.

I-74 Virtually Complete

I-74 will be virtually complete from its entrance into the state west of Covington to its departure near Cincinnati except for a section east of Covington. A 5.9-mile section in Boone and Hendricks Counties is due to open Dec. 1, and another 5.5 miles in Dearborn County Oct. 16.

I-69 from Indianapolis to Angola got underway in 1961 with a segment near Fort Wayne and accounted for a considerable part of 1964 interstate construction. Sections in DeKalb, Delaware, Grant, Steuben, and Madison Counties are due to be opened before Dec. 31.

The portion of I-69 near Indianapolis is not scheduled for construction until 1967, however. Very little work has been done on I-70 running east-west across the state between Terre Haute and Richmond except for sections near Richmond built in 1961 and 1963. Most of the rest of I-70 is now scheduled for construction in 1966-67.

2 Connecting Links Set

I-64, running east-west across the southern edge of Indiana, is almost entirely on the 1968-70 schedule. A connecting link, I-285 near New Albany and Jeffersonville, is on the 1967-68 schedule. I-275, the connecting link of a Cincinnati by-pass in the Lawrenceburg-Aurora area, is on the 1968-69 program.

A highway spokesman said the tail-enders in the Indiana interstate program probably would be I-94 across the northwestern corner and the portions of I-70 and I-65 which form the Indianapolis inner belt. The Indianapolis outer belt—I-465—is completed on the west and part of the south leg and is earmarked for completion by 1966-67.

"I-94 could be in the 1967 construction program if either or both candidates for governor say 'go ahead,'" the spokesman said. The question is one for the chief executive because it is a matter of policy. I-94 would complete a link of a freeway which would reduce traffic on Indiana's only toll road.

Governor Welsh, during his administration, chose not to push I-94.

"If the next governor should hold up the Indianapolis inner belt, it would never get done," the spokesman also said. He added the portion of I-70 and I-65 within the inner Capital City are meant to be high-speed routes of six, eight and 10 lanes.

"Urban construction is much more complicated and difficult. Everything takes longer. There is plenty of interstate money now that we should catch up by 1967-68 and the states may be lining up for money by then," he added.

Charges Failure To Yield Right Of Way

A Decatur lady was charged with failure to yield the right of way, following a two-car accident Wednesday, at 6:05 p.m., at the intersection of U. S. 27 and county road 8½, or the Willow Bend road.

Helen M. Heimann, 49, of 515 Nuttman Ave., was charged with failure to yield the right of way, after pulling onto 27 from the county road. She had stopped at the stop sign and then pulled onto the highway, and her auto was struck on the left front by a northbound vehicle operated by Irene R. Agler, 42, of Berne.

The local lady's vision of the approaching car was hampered by a truck parked at a restaurant on the corner. Damages were estimated at \$125 to the Agler auto and \$50 to the Heimann car. Deputy sheriff Harold August investigated.



VATICAN CITY—Pope Paul VI is carried on his gestatorial chair through the main nave of St. Peter's Basilica here for the solemn opening ceremony of the third session of the ecumenical council. — (UPI Telephoto)

Distinctive profile seen in

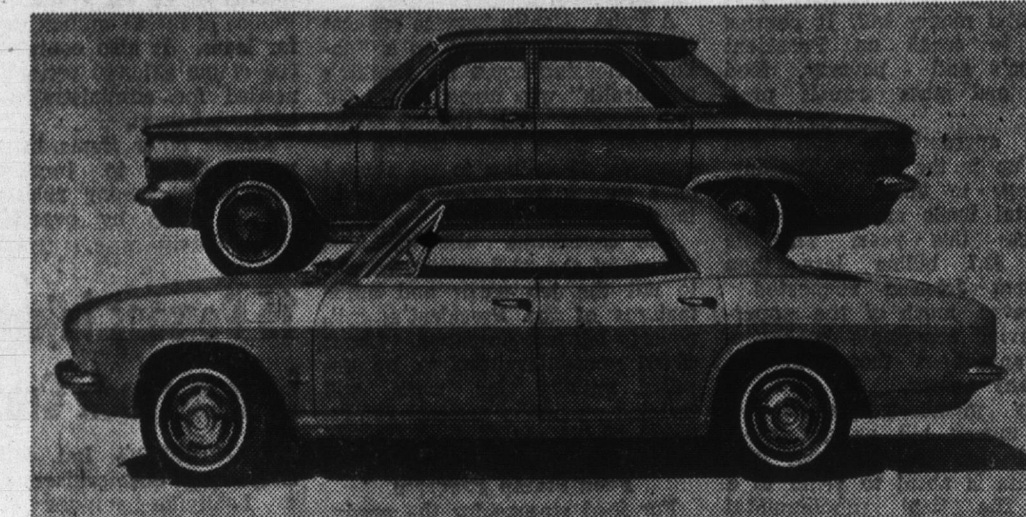
Beautiful New Chevrolets for 1965



Leading the beauty parade of 1965 cars is the elegant Chevrolet Impala Sport Coupe (above) with new flowing lines, new roominess and a distinctive profile. Stylish roof lines and curved side windows blend with the gracefully contoured rear quarter panels. The new Impala Convertible features an inward folding top with tempered glass rear window. The regular-size Chevrolet is available in 15 models in four series. The public announcement date for all Chevrolet-built passenger cars is September 24.

Continental elegance prevails in

Completely Restyled Corvair Line



The two Corvair Monza Sedans shown above are related, but their appearance is decidedly changed. Since its introduction in 1959 the Corvair line has retained a family likeness that has not been substantially changed until the advent of the 1965 models. The original body design of the 1964 Monza 4-Door Sedan (top) poses in sharp contrast to the smooth continental flowing lines of the 1965 Monza Sport Sedan. The new sedan is 3 inches longer and over 2 inches wider; offers more roominess and many mechanical innovations. Public announcement date for these new cars is September 24.

Fresh from the "beauty parlor"—

Sleek New Corsa in '65 Corvair Line



The Corvairs for 1965 step out with a smart all-new continental styling. For the first time since its introduction in 1959, body lines of Chevrolet's rear-engine car have been completely changed. The Corsa Sport Coupe (above) and the Convertible lead the 1965 Corvair series, followed by the Monza Sport Coupe, Sport Sedan, Convertible and two 500 models. On September 24 Chevrolet dealerships will display various models of the five passenger cars offered by the company in 1965.

Brass Fixtures

The outdoor brass fixtures will clean very nicely if the scouring soap is mixed with kerosene. Apply with a flannel cloth and rub thoroughly.

Duo, Inc. Among Chicago Exhibitors

Duo, Incorporated, Decatur, is among the some 425 boating firms displaying their offerings for next year's boating season at the 1964 Marine trades exhibit and conference September 17-20 in Chicago's McCormick Place. Largest of its kind, this is a show for members of the trade only and is closed to the public. Some 20,000 boating businessmen from all 50 states and many foreign countries are expected to attend.

The exhibits will occupy all available space in the mammoth lakefront exposition center—more than 300,000 square feet. The show marks the beginning of the industry's model year.

40-Year Service Award To Rumble

Frank Rumble, of Decatur, section foreman for the Nickel Plate railroad, will be among the first to receive the new 40-year service awards being inaugurated by the railroad.

M. B. Phipps, Nickel Plate president, said the new service award is a gold lapel pin, designed about the Nickel Plate emblem.

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