

## THIEVES KEEP UP ACTIVITIES

Burglary and Hold-up Reports Come to Police.

Glen Eitel, 1728 Ringgold street, was held up and robbed last night by two men who covered him with a revolver and forced him to walk into an alley near Garage and Ringgold street.

Eitel reported he was robbed of \$18 and a gold watch.

Burglars entered the home of William Leinenweber, 1431 West Twenty-Second street, and carried away a child's bank containing \$4.50.

Burglars robbed a garage at 416 South West street.

Seven tires and eighteen tubes were taken.

Harry Bluestein, 108 West Franklin street, reported his automobile was stripped of four tires by thieves.

Mrs. Louis Brown, 423 West New York street, saw three men stop an automobile near her home last night and the three men ran, leaving the car.

She was in the office, who found the automobile was owned by John P. Fritz, 641 Virginia avenue, and had been stolen from Market and Delaware streets earlier in the night.

A Spacke automobile stolen two days ago was found at Meridian and Forty-Sixth street last night.

The steering knuckle had been broken.

## ECONOMIST TO VOTE FOR COX

Harvard Department Head Gives Reasons for Support.

CAMBRIDGE, Mass., Oct. 22.—Prof. F. W. Taussig, head of the department of economics of Harvard University and one of the leading economists of the country, announced today in his first public statement on the presidential campaign that he expected to vote for Governor Cox for President.

He declared Senator Harding had no policy nor leadership and deplored as "campagnes to keep the tail of Republican leaders above 'Americanism and preserving the independence of the United States.'

"I am in favor," Professor Taussig's statement reads, "of the country joining the league wholeheartedly and working cordially for its maintenance and improvement. Senator Harding is not hot and cold, has leadership and promises all things to all men, and is concerned, like most of his associates, mainly with getting into office."

## Democrats Arrange Tonight's Meetings

The following Democratic meetings will be held in Indianapolis tonight:

Proprietary Square—Frederick Van Nuy, John W. Holtzman, Oren S. Hack, Paul G. Davis, Evans Woolen, Jr., H. E. Gandy and W. H. Bunting (Old Fellow's Hall); Mrs. Olive Belden Lewis, Thomas D. McGee, Edward W. Little, Senate Avenue and Fortieth Street—Henry N. Spaan, Mrs. Martha Marson, 1324 N. Pennsylvania Street—Mark Archer, Humphrey Harrington.

KOKOMO WOMAN DIES.

KOKOMO, Ind., Oct. 21.—Word was received today that the funeral party which is to accompany the body of Mrs. W. H. Turner, 32, will arrive in Richmond, the old home of the Turner family, Friday morning. Mrs. Turner died suddenly at Atlantic City.

## PAPER' RAILWAY DEAL PUT OVER UNDER M'CRAY

(Continued From Page One.)

was being held in Newton County to decide on the removal of the county seat from Kentland to Goodland and these gentlemen were much interested in retaining the county seat.

In May of 1902 McCrory employed Taylor to make a pretense of locating this railroad through Kentland and it is an interesting sidelight that the evidence discloses that an agent of McCrory caused Taylor to change the line once because it was running into Kentland on a line that would take it "through McCrory's residence."

Later on the evidence discloses, McCrory caused a paper corporation known as the Chicago, Terre Haute &amp; Southern Railroad to be formed with a set of "dummy directors" whom McCrory testified he controlled. The purpose of this "unincorporated" company which would not be bound by the debts of the company that Taylor controlled.

A contract was entered into between McCrory, Kent and Taylor by the terms of which they were to share alike in the proceeds of promoting the proposed railroad.

Taylor caused the Chicago, Covington

&amp; Southern railroad to transfer its assets to the new corporation. The Southern Company was representative of the New York Central interests, which had built the railroad, and McCrory and Kent, by reason of their unwillingness to compel the Indiana Harbor Company to live up to its contract to build the railroad, had helped deprive Taylor of one-third interest in property which he valued at \$180,000.

The Indiana Harbor company did not build and Taylor urged in vain that the company which McCrory now controlled bring suit to enforce the contract.

Later the Indiana Harbor Railroad Company, allied with the New York Central lines, constructed a railroad along approximately the same route that Taylor had originally planned.

By this time Taylor's wife interest in the project had been effectively wiped out through the manipulations of the various companies, had concluded that he was being gently and gradually relieved of what he regarded as valuable property.

He was pushing McCrory to collect and McCrory was so anxious that Taylor's wife could not collect anything out of the project, (although he insisted he was trying to get recognition of the claim from the New York Central lines).

Eventually Taylor brought suit against the Chicago, Indiana &amp; Southern Railway

Company, McCrory and Kent, the theory being that the Indiana Harbor Company was representative of the New York Central interests, which had built the railroad, and McCrory and Kent, by reason of their unwillingness to compel the Indiana Harbor Company to live up to its contract to build the railroad, had helped deprive Taylor of one-third interest in property which he valued at \$180,000.

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