

Open Saturday Evenings
Main Office 6 to 8:30 P.M.
Branches Until 8 P.M.

Fletcher
Savings and Trust Company

**MEN PLAN TO
IGNORE MEEKER**
Seventh District Club May
Hold Candidates' Meeting
Without Chairman.

The inability of Thomas S. Meeker, Democratic city chairman, to maintain party harmony was demonstrated again today as members of the Seventh District Democratic Women's Club discussed plans to invite Democratic city candidates to a meeting of the club at the Indiana Democratic Club next Friday evening and ignore the city chairman. This is regarded as another move in the battle between Meeker and Miss Julia E. Landers, president of the seventh district club.

Miss Landers refuses to recognize Miss Lander, telling his friends that he regards her as a disrupting influence. Miss Landers opposes Meeker because he appointed Mrs. Grace Jackson Bodenheimer as women's organizer with a desk in city headquarters instead of allowing the club to have a voice in the perfecting of the organization.

The idea of calling the meeting and failing to invite Meeker was sprung at a meeting of the executive committee of the club at the Indiana Democratic Club Friday evening. The club women insist that most of the Democratic city candidates have indorsed their plan. Mrs. Martha E. Clark and Mrs. Maudie Swift Anthony, clerk and Mrs. Landers, are aspirant to the city council, attended the executive committee session as members.

Mrs. Martin L. Reiffel also was at the meeting. She resigned as women's city chairman several weeks ago, stating that she could not get the cooperation of Meeker.

Boyd M. Ralston, Democratic nominee for mayor, is backing Meeker and the plan for a combined organization men and women. The Seventh District Club is displeased because it has had no voice in such an organization.

LETTER TO THIEF GETS TIMEPIECE

That Is, With 2,200 Marks
Added, It Does.

BERLIN, July 2.—There is nothing like good manners, even when speaking to thieves. Germany's biggest department store owner, Herr Oskar Tietz, bewailed the loss of his gold watch, stolen by a pickpocket in a bus. So he wrote the following letter:

"Very much honored Herr Thief:

"Since I don't know your address, I am asking the paper to print this letter meant for you. On my summer trip in the bus, you took my watch and I feel very sorry to have caused you a disappointment, because you would have to break up the watch to sell it, since the picture of my children is engraved in the enamel and the chime of the watch can easily be recognized; it rings the day, the hour, quarters, and minutes when the watch is wound. The family watch and I would be very thankful if you would let me know where I can find it. I suggest that you drop me a note. I am willing to pay 2,000 marks for your trouble. I assure you, that as soon as the watch is in my hands, I will no longer call you a thief, I will simply believe that you just confounded our best pocket in the crowd."

"Awaiting your reply, I beg you to believe me, dear sir, your most sincerely, 'OSKAR TIETZ.'

Herr Thief answered in the course of a few hours, and gave Tietz the address of his jewelers, where he could buy "an exact copy of the watch he lost," for 2,200 marks. Herr Tietz paid the price and is again the happy owner of the family watch.

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HANGAR'S DOOR WOULD ADMIT A SKYSCRAPER

U. S. Air Terminal 803 Feet
Long, 264 Feet Wide and
195 High.

NEW YORK, July 2.—America's first great terminal for giant aircraft is nearing completion at Lakehurst, N. J. The structure, largest of its kind, is 803 feet long, 264 feet wide and 195 feet high. Some idea of its size may be gleaned from the fact, that if set down in a city, the hangar would occupy the solid block of houses at each end stand more than 195 feet high and are 264 feet wide. A sixteen-story skyscraper could be pushed through the space disclosed by the doors when they are opened.

The hangar is officially known as the United States Navy airship hangar, and represents the latest word in construction for buildings of this type. It is planned to have a roof of glass, the two giant domes now under construction, the ZR-1, building at League Island, New York, Philadelphia, and the ZR-2, nearing completion in England. The transatlantic flight of the latter is scheduled for late in July or early in August, and the United States Navy Department plans to have the hangar completed for service before the airships are ready to sail.

GIGANTIC MOORING MAST ALSO BEING ERECTED.

Incidental to the great structure may be tied when it is impractical to have the house inside the hangar. The mast is so constructed that the plants of the air will be moored, bow on, and will swing in the direction of the wind, thus avoiding the dangerous force exerted by high winds. The result of experiments with the Lakehurst mooring mast will determine the policy of the Navy Department in erecting similar mooring masts at various stations throughout the country, such as St. Louis, Kansas City, Chicago, Denver, San Francisco, New Orleans, Atlanta, Columbus, Ohio, and San Diego.

gray and two shades of brown. Experts declare it will be impossible for a hostile observer to identify the Lakehurst hangar from the air.

**CHARGES AGAINST
40 ARE NOLLED**

Circuit Court Docket Cleared
of Cases Pending.

**TIGER FAILS AS
POVERTY CURE**

Floyd Catt Left Poorer After
Venture.

Poverty drove Floyd Catt, 17, 274 South Belmont avenue, to enter the blind tiger business, according to statements he made before Judge Walter Pritchard in court yesterday afternoon. But his little venture in business left him even poorer than he was before, for Judge Pritchard assessed him a fine of \$50 and costs, and gave him a "vacation" of ten days in the Marion County jail.

Catt, who apparently was unacquainted with the perils of the business, had been engaged in a 25-horse power electric motor.

He was to be paid \$100 a day for

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