

# HERE ARE CITIZENS' SUGGESTIONS TO REDUCE AUTO TOLL

Readers Contribute More Ideas in Times Contest for Practical Change in Traffic Regulations—  
Winner to Receive \$50.

Interest in The Indianapolis Times safety contest is growing daily. This paper offers a prize of \$50 to the reader sending in the suggestion that is voted the best and most practical solution of the traffic problem. The contest was started in the hope of bringing before motorists and pedestrians the necessity of safety. It may be the best suggestion cannot be acted upon immediately, but it will give public officials something to guide them.

Herewith are some suggestions by Times readers:

## Arm Signals Urged

### To Guide Pedestrians

Teach the drivers to use their arm signals more frequently. Not only for the auto driver, but the pedestrian as well. For instance, a driver going to stop at a crossing should give the driver behind a stop signal and the pedestrian a wave to go ahead. In other words, let the other fellow know what you are going to do at all times. I regard the arm signals the greatest help for traffic. For twelve years I have driven trucks in the congested districts nearly every day.

T. POTTAGE, 2023 Shelby St.

## Stop and Go on Silent Policemen

Have silent policemen act as tall as a man, and have a STOP and GO sign on it that works automatically. It is a light that flashes STOP or GO every minute. If we had silent policemen in the main part of the city we could put more policemen in the outskirts of the city to catch speeders. I think the speeders are mainly the cause of most accidents. The pedestrians should not be allowed to cross the street in the middle of the block. A driver has enough to do to watch other machines and street cars in the middle of the block.

I think there should be a law passed by which all pedestrians should be made to walk to the right. A tag should be put on them if they disobey the law, and they should be fined a small sum.

EMMA E. SNYDER,  
3424 N. Chester St.

## Walkers Should Move

### In Traffic Direction

At a crossing where traffic officers are stationed pedestrians should move in the same direction as traffic moves. Traffic in the business district, should move directly east, west, south and north, the business district to be designated. Traffic going east should turn south when south-bound traffic is moving. Traffic going west should turn north when north-bound traffic is moving, providing they are first in line of traffic moving either east or west. Traffic going south should turn west when south-bound traffic is moving.

Autos, etc., should stop at least six feet behind cars, so as to allow pedestrians to get on and off cars without fear of being run down. Neither traffic nor pedestrians should move except when given the signal to do so.

All traffic should stop promptly, except if at a crossing when ambulance or fire department is heard, traffic to get as close as possible to the curb.

DR. W. LESCH.

## Gong Is Favored

### In Traffic Tones

I believe we have a very good set of traffic rules in Indianapolis as far as they go, and I would not make any change in them except on streets having no car lines. I would permit 15 degree parking, and then I would add to the rules now in effect that there have colored light in the towers to designate traffic north, south, east and west as at present, and in addition thereto have vari-colored lights to designate move for pedestrians, automobiles, and street cars. This would prevent accidents to pedestrians going north or south by automobiles from north or south making right turn to east or west, or vice versa.

Also place a gong in traffic towers to be sounded from four to eight seconds prior to change in traffic, thereby notifying every one that a change is to be made in traffic and direction, then by the sound of the gong and color of the lights displayed every one would know exactly what move is to be made in time to prevent accident and prepare to meet all moves. Prevent speeding by revoking license.

E. H. BROWN,  
1330 N. La Salle St.

## Would Restrict Autos

### At Main Crossings

To reduce the number of automobile accidents, stop all autos from driving down Washington St. between Capitol Ave. and Delaware St. Have them turn either north or south and go a square either way. Also, don't let them cross Washington St. going north or south on Illinois, Meridian and Pennsylvania Sts., for those are the main crossings. Especially Illinois and Pennsylvania Sts., on account of the avenue. Station a traffic sign at Capitol Ave. and one at Delaware St.

MRS. CLARA JACOBS,  
918 W. New York St.

## What Are Horns For?

### IS Query of Motorist

Suggest that every automobile driver be required to blow his horn upon approaching corners, and when he expects to turn or slow down make some sign as to what he intends to do. If he hasn't a stop light, then he should use his hands. I drive down every morning from 2700 east and 800 north, and it is seldom I hear any horn but my own. What are horns on cars for, if not to use?

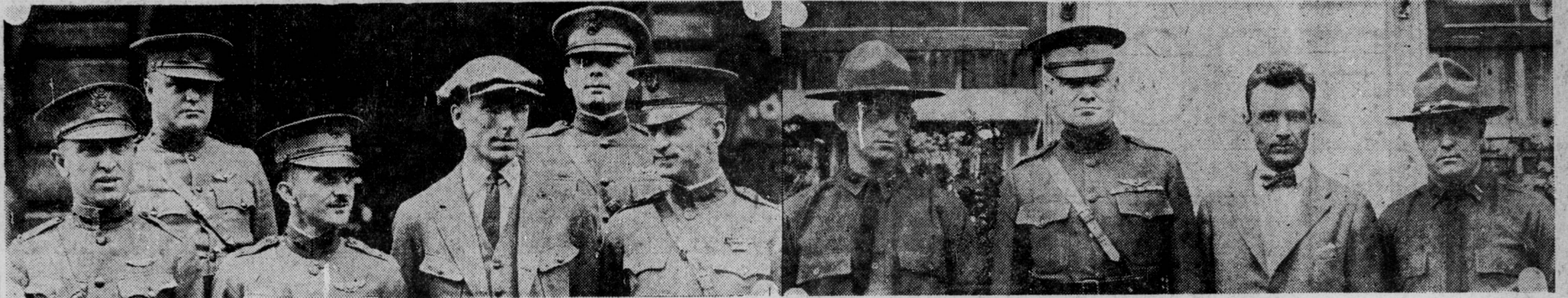
R. C. BEVER,  
503 Merchants Bank Bldg.

## Ban Youthful Driver;

### Hold Parents Liable

Do not allow children under the age of 16 years to drive a car. Every day you can see boys and girls who

## Pilots Tune Up Balloons for National Race From Speedway Wednesday



## Notice—Carriers of The Indianapolis Times

On Wednesday, July 4th, all editions of THE INDIANAPOLIS TIMES, except the noon edition, will be published early in accordance with our holiday custom.

Out-of-town carriers who receive papers on interurban cars leaving Indianapolis between 1:30 and 2:30 p. m., may expect their bundles from one to two hours earlier than usual. The fourth edition will leave at the regular time and also all bundles delivered via steam roads.

Carriers in Indianapolis will receive their papers two hours earlier than usual. These carriers will get their papers at the same time as usual.

Indianapolis Times Circulation Dept.

## DEMPSEY-GIBBONS FIGHT ON AGAIN

(Continued From Page 1)

\$250,000, and he expressed his willingness to go on the \$200,000 already paid him, and to take his chance of getting the rest of the \$300,000 purse from the gate after the expenses of the show, including the salaries of the preliminaries, the salaries of the ushers and the special policemen, had been paid.

### Promoters Finally Agree

The promoters for hours refused to listen to him, and after a lot of deliberations they finally agreed to accept his terms.

After the agreement had been effected Kearns said he was actuated throughout by the desire to be "a good fellow" and a "sportsman."

He declared he felt he had done his part inasmuch as he had not declared the contract invalidated at midnight when the final payment of his purse was not forthcoming, and when it was within his legal rights to declare the fight off.

During the early morning conferences, George Stanton, Great Falls banker, and all the committee of financiers interested in the fight admitted they didn't have one single cent with which to guarantee the final payment of the Dempsey purse.

It was then Kearns made terms by which a settlement was reached. Kearns said today he was going to Shelby to look the situation over and have something to say about the sale of tickets on the final day.

### Champion Plays Hearts

During all the excitement the champion was spending all his time at the training camp playing hearts with his sparring partners and a few friends who had jumped away from the financial frenzy of the town to keep him company.

Kearns said he had signed the contract in good faith and had turned down several good offers for the champion on the national holiday, but he had signed a contract with persons he thought responsible, and was willing and ready to go through with it.

Kearns also declared he had been unable to learn who was in charge of the Shelby ticket office and he was leaving this morning to watch the sale of the tickets.

The manager of the champion said also he had reached an agreement with Eddie Kane, manager of the challenger, and they had agreed there would be a fight for the world's heavyweight championship in Shelby.

July 4, between Jack Dempsey and Tommy Gibbons.

Jack Kearns left for Shelby on an early train. We intended to look over our final arrangements there and see how the last-minute ticket sales were coming on.

These developments followed a night of harrowing announcements, counter-announcements, rumors, untruths and almost continuous conferences. It had become known earlier in the evening that the promoters had only a fraction of the amount necessary to pay Dempsey his last \$100,000.

### Gambles \$50,000.

Earlier in the evening the best that Kearns would offer was "pay me \$50,000 and I'll gamble for the other \$50,000 on the gate receipts."

The promoters then sadly informed him they didn't have \$50,000, and furthermore didn't have much prospect of raising that amount.

George Stanton had a row with Kearns in one of the earlier conferences and he took no active part in the effort to find a way out of the maze of figures and offers. Stanton, a banker of Great Falls, previously had been active as chief promoter.

There was the utmost confusion about the whole affair. The nerves of the promoters were on the ragged edge and Kearns himself didn't feel any too good about sending his champion into the ring without being paid the amount promised.

### Wants to Be Good Sport

"I want to be a good sport about it," Kearns said, "but I feel every one ought to understand my side of it."

The scenes around the hotel as the night wore into a weary dawn were peaceful. The town pretended not to be excited about the affair. Citizens took more interest in the Elks' convention.

But the lobby of the hotel was crowded with newspaper men gathered from all parts of the country.

The fighters' hangers-on dashed hither and thither, looking important. There must have been about 5,000 cigars smoked in the course of the evening and the butts and cigarette stubs were piled high.

### Conference Besieged

A conference would struggle out of the conference room and immediately be besieged by the reporters. Then, with statements, the correspondents dashed off their wires or the telegraph office to apprise the world of the situation.

Then all of a sudden the conference room door would burst open and angry, weary men would force their way out, announcing they would seek peace in sleep. But there was no sleep. As soon as Kearns got away from one group or reached a deadlock, some one else would buttonhole him and drag him off to another conference.

As matters now stand the pro-

LEFT TO RIGHT (ABOVE), LIEUT. JAMES B. JORDAN, LIEUT. C. M. BROWN, LIEUT. JOSEPH BAILEY, LIEUT. MAX MOYER, LIEUT. JOHN W. SHOFTAW, LIEUT. ROBERT S. OLMSTEAD, CAPTAIN MILLER, CAPT. C. E. McCULLOUGH, ALL OF THE ARMY; RALPH H. UPSON, CIVILIAN; LIEUT. R. H. BROWN, ARMY. BELOW (LEFT TO RIGHT), LIEUT. THOMAS D. GUINN, LIEUT. COMMANDER J. B. NORTHREE, LIEUT. J. B. LAWRENCE, LIEUT. F. P. CULBERT, LIEUT. F. ROTH, LIEUT. J. ANDERSON AND LIEUT. R. REICHELDERFER, ALL OF THE NAVY.

Pilots and aides today made final arrangements for the national balloon race which is to start from the Speedway at 4 p. m. Wednesday. Fourteen balloons will endeavor to win the right to compete in the international balloon race at Brussels, Belgium, in the fall.

About 4 p. m. today inflation of the balloons was begun. Throughout the night gas will enter the manometer bags until each has consumed its capacity. Men, working in shifts, remained on duty throughout Monday night, watching the balloons. It requires about ten men to handle one balloon.

### Gas All Ready.

The balloons are placed in the Speedway inclosure in two parallel rows. A main gas pipe is laid between the two rows. Each balloon is connected to this pipe by a smaller pipe.

The United States Army has entered three balloons. United States Navy, besides seven balloons entered by independent pilots.

A complete list of pilots and aides: Capt. Lester T. Miller, United States Army, Scott field, Belleville, Ill., pilot; Lieut. Courtland M. Brown, Scott field, Belleville, Ill., aide.

Lieut. Robert S. Olmstead, United States Army, War Department, Washington, D. C., pilot; John W. Shoftaw, War Department, aide.

Lieut. James B. Jordan, United States Army, Scott field, Belleville, Ill.,

motors would appear to be facing a certain loss of thousands of dollars in putting on the fight. The sale of tickets has been stopped and started so many times that no one appears to have a very definite idea of how much have been sold. Consequently, in view of the complete financial chaos prevailing, the conferences last night began to develop a willingness on the part of the promoters to let the match go by default.

For the past week Kearns has been the object of criticism for insisting upon payment of the final \$100,000 before permitting Dempsey to go in the ring. But when the final conferences were reached Kearns appears to have been the aggressor in seeking a way out of the financial tangle and putting on the fight the promoters appeared to be getting to the point where they figured calling the fight off would be the cheapest way out for them.

**Hurt in Fall From Car**

Jennie Clark, colored, age 50, suffered injuries to her leg when she fell from a north bound Columbia Ave. street car at Twenty-Fourth St. and Martindale Ave. Motorman Walter Winter, 1240 N. Warman Ave., and conductor Charles Perkins, 2216 N. Station St. were in charge of the car.

**To Open Auto Sales Agency**

Charles J. Russell, 1801 Ludlow Ave., today announced he will open a sales agency for the Gardner motor car at 3901 E. Washington St. soon. A service department will be operated.

**Freedom!**

Mrs. Nellie McGinn, 605 East 18th St., New York City writes: "For the last year I had suffered greatly from Kidney and Bladder trouble, distressing pain in the back and hips, with rheumatic twinges and frequent severe headache, accompanied by nervousness, chills, and fever; also a frequent desire to urinate, a smarting, burning sensation, with pain in the region of the bladder. I would frequently have to arise at night, my sleep being disturbed by the pressure and inflammation in bladder. Beginning the use of Balmwort Tablets I noticed almost instant relief, and continuing to use them I am now totally well and relieved of all pain and distress from which I suffered. I am glad to recommend Balmwort Tablets as a reliable, beneficial, and the foregoing letter describes in detail the distressing symptoms which are overcome by

**Balmwort**

the soothing, healing, mild and good medicine. Your case is probably just as simple, so go to drugstore for Balmwort tablets now, 60c a box. Free Medical Book and Sample Tablets to anyone sending 10 cents in stamps to the Blackburn Products Co., Dept. B, Dayton, Ohio.

For sale by Hays, Hook and Goldsmith Bros. Drug Stores and all druggists.—Advertisement.

pilot; Lieut. Max F. Moyer, Akron, Ohio.

Lieut. J. B. Lawrence, U. S. N., Hampton Roads, Va., pilot; Lieut. F. W. Reichelderfer, Navy Department, Washington, D. C.

Lieut. F. B. Culbert, U. S. N., naval air station, Hampton Roads, Va., pilot; Lieut. T. D. Quinn, U. S. N., Hampton Roads, Va.

Lieut. L. J. Roth, U. S. N., naval air station, Lakehurst, N. J., pilot; Lieut. T. B. Null, Lakehurst, N. J., pilot; Lieut. Com. J. P. Norfleet, Lakehurst, N. J., pilot; Lieut. J. B. Anderson, naval air station, Lakehurst, N. J., pilot; Lieut. J. B. Anderson, naval air station, Lakehurst, N. J.

### Upson Enters

Ralph Upson, Detroit, Mich., pilot; C. B. Andrus, Due West, S. C., aide.

Roy F. Donaldson, Springfield, Ill., pilot; P. A. Erlich, Springfield, Ill., Warren Raser, Brookville, Ohio, pilot; H. H. Raser, Brookville, Ohio,

H. E. Honeywell, Price Rd., Clayton, Mo., pilot; J. P. McCullough, St. Louis, Mo.

W. T. Van Orman, Akron, Ohio, pilot; Herbert Thedden, Akron, Ohio, Jack Boettner, Akron, Ohio, pilot; Jack Yoltan, Akron, Ohio.

Capt. C. E. McCullough, air service O. E. C., Baltimore, Md., pilot; B. R. Bond, air service Aberdeen, Md.

### Air Chief Arrives

Maj. Gen. Mason M. Patrick of Washington, D. C., chief of the Army air service, arrived at noon today. He will be the guest of the Chamber of Commerce.

Admiral W. A. Moffet of the United States Navy notified the Chamber of Commerce Monday that he would endeavor to attend.

A. B. Lambert of St. Louis, Mo., millionaire sportsman and balloonist, who is to act as referee and chief of officials, and F. B. Lahm of Washington, D. C., chairman of the contest committee of the National Aeronautic Association, arrived today.

### 30,000 Expected

Police Chief Herman Rukhoff assured Blaine McGrath, Chamber of Commerce promoter of the race, that an adequate number of police would be provided to patrol roads leading to the Speedway. No automobiles will be permitted to park along the roads outside the Speedway grounds, though ample parking space will be provided inside the grounds.

It is expected 30,000 will attend. Advance ticket sale has been heavy.

Gates to the Speedway grounds will open 8 a. m. Inflation of the balloons will be completed by 2 p. m.

National Bank, Berlin, recommends a dividend of 200 per cent at the next general meeting.

Arthur William Marchmont, novelist, died at his home in Bath, England, Monday night.

Edwin A. Norris, Alliance Ohio, midshipman who violated regulations by getting married, will be permitted to resign from the service.

After leaping from the twelfth story of the Masonic Temple in New York, Mario Cidel was disappointed to find himself alive.

Fire destroyed the pickle plant of Joseph Voight, Norfolk, Va., while the proprietor was serving a term in jail. Loss is \$60,000.

Mrs. Ida Taft, cousin of Chief Justice Taft, was run over by an auto and seriously injured Monday in Topeka, Kas.

Tabulation shows there are 371 Indian tribes in the United States, a total population of 340,917.

I. P. Barnard, Louisville, has been chosen as chief of staff of the United Confederate Veterans.

William B. Mayo, chief engineer of the Ford motor plant, has been appointed general manager of Detroit's municipal street railway system.

More than 100,000 acres of public lands in Western States was thrown open Monday for homesteads for ex-service men.

The directorate of the Darmstadter

## CHICAGO MAYOR URGES PURCHASE OF STREET CARS

Dever Says Municipal Ownership Only Means for Adequate Service.

By United Press  
CHICAGO, July 3.—Chicago would soon become the largest city in America owning and operating its own traction system, under the plans of Mayor William E. Dever.

The mayor, in a message to the city council, urged purchase of the surface and elevated lines "at the earliest possible date." He hopes to operate the lines as successfully as has been done on the Detroit plan, thus far the outstanding instance of successful municipal ownership of car lines.

The municipal ownership plan is the only means of ending "inhuman overcrowding and inadequate service" now prevailing, the mayor believes.

## SNETHEN URGES INTEREST IN AFFAIRS OF CITY

Civic Club Official Tells of Water Rate and Smoke Fights.

Edward O. Snethen, president of the Federation of community civic clubs, addressed the Gyro Club at its weekly luncheon at the Lincoln today on "A Vision for Service."

Snethen emphasized the service that a citizen can give his city. He pointed to the manner in which many residents are trying to help the city keep the water rates down. Snethen also praised citizens for interest in the proposed smoke abatement.

Snethen expects to visit all civic clubs of the city to emphasize importance of the smoke measure.

Best-kept homes in Cleethorpes, England, this summer will receive prizes from the local council.

WHERE

# EUREKA

The Grand Prize

## Vacuum Cleaner

IS SOLD AND SERVICED

Free Home Trial—Easy Terms

## Eureka Sales Co.

We Operate One Store Only

34 South Meridian Street

MA in 3012

## INDIANAPOLIS TIMES

### Circulation Statement for June 1923

Total Distribution	1,462,024
Daily Average Circulation	56,232
Daily Average Unpaid	586
<b>DAILY AVERAGE NET PAID</b>	<b>55,646</b>
Average Net Paid City Circulation for June, 1923	39,876
Average Net Paid City Circulation for June, 1922	36,826
<b>GAIN</b>	<b>3,050</b>
Average Net Paid City and Suburban for June, 1923	51,303
Average Net Paid City and Suburban for June, 1922	48,905
<b>GAIN</b>	<b>2,398</b>
Total Daily Average Net Paid for June, 1923	55,646
Total Daily Average Net Paid for June, 1922	53,913
<b>GAIN</b>	<b>1,733</b>

C. B. Julian, Manager of Circulation of the INDIANAPOLIS TIMES, being duly sworn, solemnly declares that the foregoing is a true and correct statement of the circulation of that newspaper.

C. B. JULIAN,  
Manager of Circulation.

Subscribed and sworn to before me this 3rd day of July, 1923.

(SEAL) W. B. NICEWANGER,  
Notary Public.

My commission expires January 29th, 1924.

NOTE—The Indianapolis Times does not engage in so-called circulation contests in which prizes are given to the persons bringing in the most money.

THE INDIANAPOLIS TIMES.  
"Bought Because It's Wanted."

# NATIONAL BALLOON RACE

## INDIANAPOLIS MOTOR SPEEDWAY

### JULY FOURTH

AUSPICES INDIANAPOLIS CHAMBER OF COMMERCE

See the Inflation of the Fourteen Big Gas Bags

Watch the Spectacular Start of the Big Race

Free parking space for automobiles inside the grounds.

Children under 12 admitted free if properly chaperoned.

General Admission \$1

Reserved Seats \$1, \$1.50, \$2

SPECIAL TRANSPORTATION SERVICE FROM TRACTION STATION