

PANAMA CANAL IS NOW KEY TO U. S. NATIONAL DEFENSE

LAST RITES FOR AGED RESIDENT TO BE TUESDAY

Mrs. Nancy C. Wells Dies at Home of Daughter on E. New York St.

Last rites for Mrs. Nancy C. Wells, 79, who died Sunday at the home of her daughter, Mrs. Ella Johnson, 3104 E. New York St., will be held 2:30 p. m. Tuesday at the Seventh Day Adventist Church, 519 E. Twenty-Third St. Elder W. A. Young of Lafayette, Ind., will officiate. Burial will be in Crown Hill cemetery.

Mrs. Wells was born March 18, 1844, in Adare County, Kentucky. She married James D. Crabtree of Kentucky in 1861. In 1879 she moved with her husband and family of Edinburg, Ind. Mr. Crabtree died a year later.

In 1884 Mrs. Wells married William Wells of Edinburg, Ind., who died twenty years ago. She had lived in Indianapolis thirty-five years.

Twelve years ago Mrs. Wells suffered a broken hip in a street car accident, making it necessary for her to walk on crutches.

Surviving her are four sons, Thomas H. Crabtree, Crawford County, Indiana; L. B. Crabtree, Indianapolis; Martin J. and W. B. Crabtree of Peoria, Ill., and two daughters, Mrs. Sarah Capen and Mrs. Ella Johnson of Indianapolis. Twenty-two grandchildren and twenty-two great-grandchildren also survive.

AUTOISTS BLAMED IN DEATH CRASHES

(Continued from Page 1)

mile before it could be stopped. Then the bodies of Clarence Bostwick and Leon Slavens, the babies, were found fastened to the front of the engine.

"The Thomson car was broken to bits and the other bodies buried in fragments as far as 200 yards.

"This was the fourth automobile accident a train I was in charge of had in the last two years. It was the first time my train had ever had two accidents in one run. It was terrible!

"Motorists are getting awfully careless, awfully."

Houshu, who will complete forty-seven years of service Sept. 1, has applied for retirement on pension.

The party in the accident at Liggett had been visiting friends and relatives in Terre Haute and Liggett was just starting for Danville, Ill.

Engineer Glenn Duffy, in charge of the first engine, and O. A. Black of the second were haggard when they reached their homes in Terre Haute, according to friends.

The tragedies also affected passengers, according to Byron Franklin, Clarksville, Texas, an agent for the American Central Life Insurance Company, and Joseph O. Hiett, Dallas, Texas, a field director for the company, who were en route to Indianapolis to join a party of company employees which left Sunday evening for Cedar Point, Ohio, for a convention.

"Mr. Hiett and I were in the first Pullman car," said Franklin, "and when the train stopped suddenly at Highland and I smelled gasoline, I felt that we had struck an automobile. I rushed to the front of the engine and assisted members of the crew in caring for the dead."

The automobile in which the two men and two boys were riding was demolished and the top had fallen down over one man and one boy, who were resting on the couchcar. I grasped one of the boys, who was breathing, and carried him to an automobile which had stopped at the roadside, and asked the driver to take him to a hospital."

This boy, John Sez Jr., died in the Highland Hospital two hours later.

"When I entered the train again and it had started I remarked to Mr. Hiett that I had a premonition that the train probably would have more ill luck before the journey was completed," said Franklin. "We were smoking when the second tragedy occurred and I rushed to the front of the train that time to assist in caring for the wounded. I was almost unversed."

"I do not understand yet how that engineer was able to bring that train into Terre Haute and complete his run. Women passengers were frantic and men with the strongest nerve were deeply affected."

A little white dog belonging to Mrs. Slavens died as it was dragging itself toward her lifeless body.

Bodies of all the victims were taken to Terre Haute.

THREE DIE IN CRASH
By United Press
CHICAGO, July 30.—Two men and an unidentified woman were killed when their automobile hit a freight train today. The men killed were John J. Conners, 23, and Jess Sowers, 22. Elmo Cantwerp was seriously hurt.

TWO KILLED AT COLUMBUS
By Times Special
COLUMBUS, Ind., July 30.—Two were killed and one badly injured at a crossing early today when their automobile in which they were riding struck the locomotive of a southbound Pennsylvania passenger train. The driver, J. Walters, a prizefighter, escaped injury.

The dead were William D. Carter, 52, laborer, and John D. 57, laborer, both of Columbus.

Elmo Walters, 28, a laborer,

Childish Fingers Are Nimble



FRANK WINKNER

Finding peanuts hidden in the grass of Fairview Park at the rate of about one a second, Frank Winkner, 4, of 801 N. Rural St., won one of the feature contests at the American Railway Express Company's picnic Sunday. Frank found

11 peanuts in two minutes.

The picnic was in celebration of the winning of a banner for having the smallest number of claims against the company of any office in the mid-Western division. Superintendent H. B. Calkins was in charge.

they passed before him in review on Monday.

On Friday evening the One Hundred and Fifteenth Field Artillery regiment gave a dinner for General Tyndall. Among the guests was Gen. William G. Everson, known as the "Fighting Parson." During the war General Everson fought on the Italian front and wears several decorations for his services there. He is pastor for a large Baptist church in Muncie.

Ohio Troops Remain

With the departure of the Indiana organizations, the Ohio National Guard are the only State troops left. They will be here a week.

The two weeks spent here by the many organizations are crowded with military training, which all who come seem to enjoy. Aside from which the life in the open is very healthgiving.

It is a real vacation and the men go back home feeling better than when they came.

Between 15,000 and 20,000 will be trained at Camp Knox this summer.

Plans are being drawn up looking toward the increasing of that number to 26,000 next year.

Still Watchfully Waiting

Officers of the Indianapolis chapter of the Order of Widows and Widowers, Maids and Bachelors anxiously awaited the arrival of the officials of the order today. Failure of the seal to reach Indianapolis Saturday resulted in postponement of chartering of 160 members at Maccabees' Hall, Saturday night.

Man Dies in Barber Chair

The coroner today stated heart disease caused the death of George Maxwell, 405 S. Gale St., in a barber chair at 2731 Northwestern Ave. Saturday night.

Three Points Essential.

Three things are essential if Uncle Sam is to be fairly secure in that part of the world:

1. Panama's land defenses must be put in shape to keep the strongest possible enemy at safe distance

Destruction of Passageway Between Oceans in Event of War Would Seriously Cripple Military Operations, Experts Believe.

By WILLIAM PHILIP SIMMS, Times Staff Correspondent

WASHINGTON, July 30.—The Panama Canal is now the key position in the national defense of the United States in the event of war. That being the case, military experts everywhere are asking two questions:

1. Could Japan, or Great Britain, for instance, capture or destroy the canal?

2. If so, what would happen to the United States?

Strategy, or rules of war, it is admitted, are most to be feared. If an enemy merely wished to destroy the canal, it would capture it, some renegade neutral or even a disguised enemy ship, might gain entrance to the canal and "accidentally" blow up internally where it would do the most harm.

Jap Coup Recalled

Or enemy vessels, before hostilities had actually begun, might slip in close enough to put a shell into the Gatun dam and spill the lake which furnishes the water to operate the locks. Japan destroyed Russia's Asiatic fleet two days before formally declaring war.

Airplanes might be launched from carriers far out at sea or from up or down the Latin-American coast, to drop bombs weighing a ton or two on dams or locks. And so on.

Military experts are unanimous in the opinion no frontal attack by an enemy fleet against the canal would have the slightest chance of success. Consequently such a thing would probably never be attempted as long as the American fleet were within striking war.

Should Be Defensive

On the other hand these same experts lay great emphasis on the point the Navy should not have to remain within striking distance of the Panama waters. The canal, they say, should be amply able to take care of itself.

"An enemy would like nothing better than to keep the American fleet down at Panama," a naval officer told the writer. "Such a fleet would be useless for work anywhere else."

"The canal, militarily speaking," he went on, "must be an asset, not a liability. It must not only be able to defend itself, but it must also defend the fleet while the ships are entering the canal, transiting and emerging from it. During all of this time the fleet would not only be helpless as babes in their mothers' arms, but would be in imminent danger of total destruction along with the canal unless the canal's defenses are adequate for it to take care of the whole business."

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ALLIED REPLY TO BRITISH NOTE IS FRANKLY CRITICAL

Withdrawal From Ruhr Is Rejected in Conciliatory Language.

By United Press

LONDON, July 30.—French and Belgian replies to the British repara-

tions note and covering documents were to be delivered this afternoon. Premier Baldwin will make a statement on them in Commons Tuesday.

Well informed sources declare the French reply frankly criticizes and rejects, in conciliatory language, the major English suggestion—for an impartial commission to fix a new reparations figure. The French also object to trading partial withdrawal from the Ruhr for cessation of passive resistance.

Belgium is forwarding a separate answer owing to her failure to agree with France on a flat refusal to submit Germany's capacity to pay to an international commission. There is no suggestion the Franco-Belgian partnership is broken off, however. Belgium is attempting to bring France and England together.

AFTER 10-YEAR SILENCE

Toledo Man Asks Local Police to Search for Brother.

Ten years ago W. T. Moore, former employee of the Indianapolis Sentinel, was last heard of by his brother, A. B. Moore, of Toledo, Ohio. Today A. B. Moore telegraphed Indianapolis police asking them to aid in a search for W. T. Moore.

Student-Pastor Preaches

"Let us seek the Father's guidance and constantly spray and prune the church that she may grow into fullness and stature of the Son of God, bearing more fruit," Stafford E. Homan, student-minister of Eugene, Ore., declared Sunday night at the Brightwood Church of Christ.

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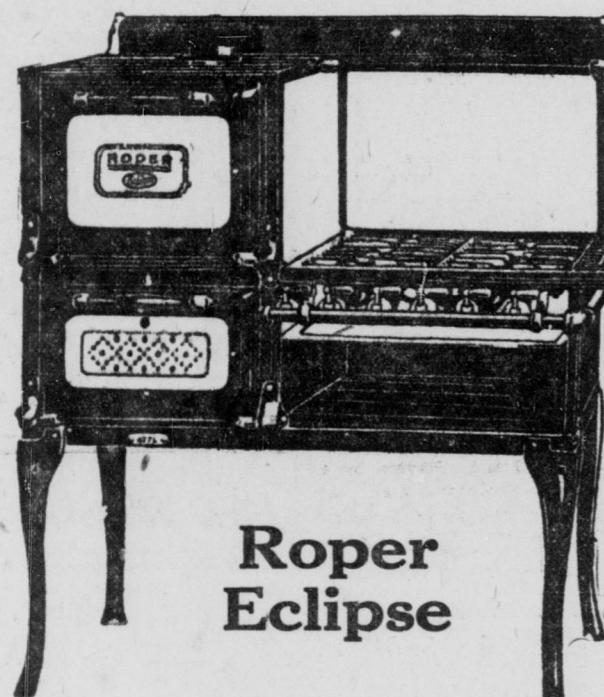
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