

CITY OF FUTURE IS REVEALED BY ENGINEER

Population of 700,000 and Wide Through Streets Are Part of Prediction Made by Consultant of Plan Commission.

COUNCIL WILL HEAR MORE DETAILS SOON

Louis W. Bruck Says Indianapolis Is Well Suited for Scientific Survey—Favors Restricting Heights of Business Buildings.

By Eugene Cadou

Indianapolis, with 700,000 population, streets ninety feet wide running the entire length of the city, north and south and east and west at intervals of one-half mile!

Sounds like a dream. But it is practical prediction, based on past history. It should materialize in twenty-five years, according to Louis W. Bruck, consulting engineer for the city plan commission.

"Indianapolis lends itself better to scientific planning for the future than any other large city in the country," Bruck said. "If we agree to a definite program and that schedule is followed in all future improvements undertaken, there is no reason why this city should suffer from congestion and haphazard living conditions as do older municipalities where development has been left to chance."

Favors Restriction

Bruck favors restriction of building heights so that the business district may be expanded horizontally instead of vertically. Statistics reveal that only through this method may the city be saved from the cost of building subways or elevated railroads, he said.

The thoroughfare plan, which is now under consideration by the city council, outlines a comprehensive program for widening and developing streets and boulevards, so that the city may expand scientifically, according to Bruck. It is planned to include the next twenty-five years.

Washington St. would have a minimum width of ninety-feet throughout its entire length.

No Airplane Provisions

Although the normal growth in the number of automobiles has been considered in drafting the plan, no provisions have been made for airplanes, Bruck said, because landing fields must be located outside the corporation limits.

City planners have assumed that street car lines and bus companies will not compete on the same streets in drafting the thoroughfare plan, Bruck said.

City council members will be guests of the plan commission June 11 at the Indianapolis Athletic Club, where further details will be outlined. Action on the proposal is scheduled at the next regular council meeting, June 15.

Bruck will explain details of the plan to members of the civil affairs committee of Chamber of Commerce at a luncheon Friday.

WRECK PROBE HEARING SET

Commission to Call Traction Officials Next Week.

Public service commission will hold a formal hearing on the wreck of two Union Traction cars near Kokomo Wednesday the first of next week, probably Tuesday or Wednesday, David E. Matthews, chief railroad inspector of the commission, said today.

Matthews made a personal survey of the wreck Wednesday afternoon.

Traction officials will be summoned at the hearing, he said, to determine if there was confusion in the dispatcher's orders. One of the cars ran past a siding, it was said.

Matthews said the hearing date will depend largely on the recovery of the car crews who were injured in the smash.

Gus Clinton, Indianapolis conductor, is the most seriously injured. Eight other persons were hurt.

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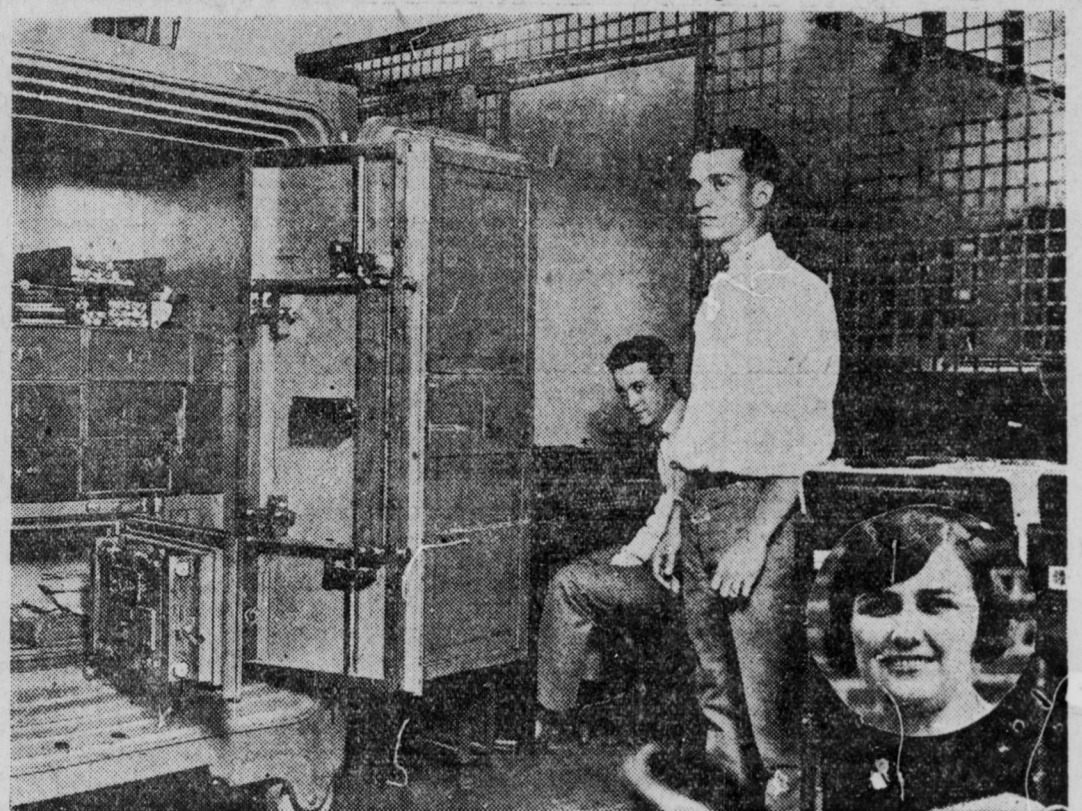
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'Turned and Looked Into Gun,' Says Bank Employee



Inside of bank, showing vault: Donald Kolloch, sitting; John F. Wiles, standing. (Inset, Mrs. Mary Chapman.)

"I was sitting at my typewriter, and I turned around and looked into a gun," said Donald Kolloch, 69 Blackstone Ave., employee of the Rural St. Branch of the Fletcher Savings and Trust Company, 2818 Rural St., in describing the hold-up Wednesday when a lone bandit robbed the bank of \$3,000.

"I was talking to Kolloch," said John F. Wiles, 3347 W. Michigan St., cashier. "I guess we did move rather slow for the bandit said: 'This is no joke, come on back here.' He didn't talk loud, but easy like."

"I gave the man change for \$1. I thought he was just a working man," said Mrs. Mary Chapman, 3131 N. Illinois St., manager of the bank.

"Last October, when the bank was robbed, I was across the street, getting a drink. This time, I was right in the hold-up," she said.

Kolloch and Wiles both complimented Mrs. Chapman. Said she didn't act a bit scared.

"In fact, she was calmer than the bandit. He didn't know what to do with us after he had the money. First he said 'stand over here,' then 'over there.' Then he saw the steps that led to the basement and he ordered us down there," said Wiles.

Mrs. Chapman was back at work this morning. There was a tight line around her lips. She hopes there will never, never be another hold-up, but if there is—

Um.

SHIP TO FLY OVER HERE

Los Angeles Includes Indianapolis On Return From Northwest.

By United Press WASHINGTON, June 4.—The route of the dirigible Los Angeles

on its journey from Lakehurst, N. J. to the Twin Cities of Minnesota and return, contingent upon possible changes because of weather or emergencies, was announced by the Navy Department today.

It will leave its hangar at Lakehurst, early Sunday, arriving Mon-

day. On the return trip which probably will start on the same day, the Los Angeles will pass southward and will cruise over Indianapolis.

Government records show that infant mortality is heavier in June than in any other month.

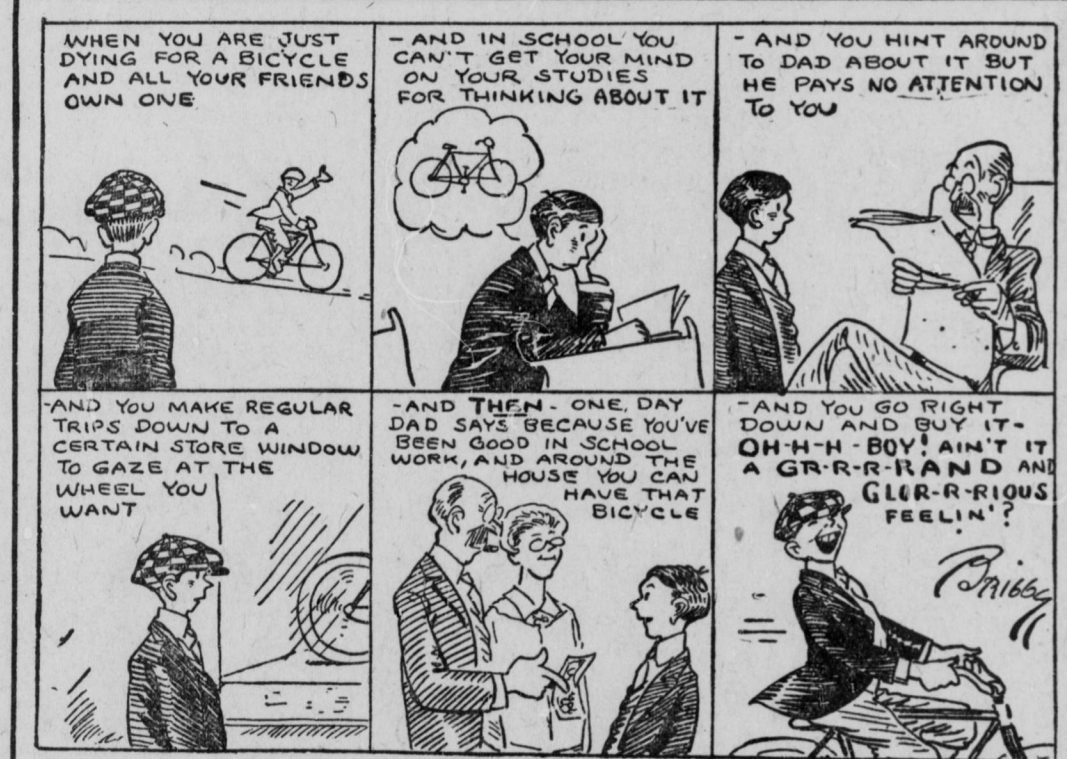
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FINAL TRIBUTE PAID MARSHALL

(Continued From Page 1)

they do for others rather than for what they do for themselves."

"I shall not attempt at this time to review the conspicuous public service he rendered to this State and to the nation. That will be attended to in due time by those who can deal with it more adequately than I. It is my high privilege, however, to speak of his Christian character, because Mr. Marshall was first of all a Christian. He had a firm and steadfast faith in the Eternal God. He was an open and avowed disciple of the Lord Jesus Christ. He did not parade his faith, neither did he conceal it. In every high position of trust that he held, it might be said of him that he was not ashamed of the Gospel of Christ. His piety was that of principle rather than of emotion.

"It was too much occupied with conduct to have any surplus energy for display. He accepted the Scriptures as the infallible rule of faith and life.

"He understood the Bible as few men do. In recent years the book was his constant companion. The last day I was privileged to call

upon him in his home some two weeks ago I found him with the Bible in his hand. The summons of the Master came to him as he was reading a passage from the book.

"Mr. Marshall was ever loyal to his church. He could enter heartily into the singing of that old hymn: 'I Love Thy Kingdom, Lord, the house of Thine abode, the church our blest Redeemer saved, with His own precious blood.'"

"Only illness or absence from the city prevented his attendance upon the service of worship. He was always sympathetic and encouraging in his attitude, always ready and generous with his support.

The beautiful ring service was given by Geake, and Mr. Marshall's Masonic ring was presented to Mrs. Marshall in accordance with the customs of thirty-third degree Masons. At the funeral the State, nation, and various political, civic and legal organizations were represented.

Following the ceremony at the home the body was taken to the chapel at Crown Hill cemetery, the cortege moving east on Twentieth St. to Meridian St., north to Thirty-Fourth St., and west to the cemetery.

Carriages of friends and relatives in the procession were in the following order:

Carriage No. 1—Mrs. Marshall, Mrs. Thomas F. Walsh of Washington; Mr. and Mrs. Bernard Shively.

Carriage No. 2—Mr. and Mrs. William L. Elder, James M. Baker of Washington; Mark Thistlethwaite and Miss Carrie Howland.

Carriage No. 3—Mrs. A. A. Adams, Robert Adams, Mr. and Mrs. W. F. McAllen, Chicago; Mr. and Mrs. Alonzo Wood, Angola.

Carriage No. 4—Mr. and Mrs. Emil Fertig, Miss Katrina Fertig, Mrs. Parker, Columbus, Ohio; the Rev. Anthony Ellerding, Michigan City.

Carriage No. 5—Mr. and Mrs. Daniel Link, Auburn, Ind.; Miss Madeline Shively, Mrs. Zeek, Marion, Ind.

Carriage No. 6—Mrs. Samuel Ralston, Mrs. John Hollett and Mrs. John W. Kern.

Carriage No. 7—E. S. Griffith, F. S. Harmon, Matthew Smith, Charles A. Stanley, all of Cleveland, Ohio.

Carriage No. 8—Harry Canfield, George Bider, John W. Hanan, and Clyde A. Walb of La Grange.

Active pallbearers were: Arthur R. Baxter, Elmer F. Gay, Fred Hoke, John E. Hollett, Walter J. LeSaulnier, Marshall T. Levey, Charles Remster and William H. Swintz.

Members of Ancient Landmark Lodge, No. 219, escorted the body from the home to the cemetery. At the cemetery the escort formed a hollow square in front of the chapel entrance and the Blue Lodge services were conducted by J. Clyde Hoffman, worshipful master. He

was assisted by Bert S. Curzan, senior warden; Lynn O. Knowlton, junior warden; Dr. Lewis Brown and Dr. Smith.

Judge Samuel Alschuler, presiding judge of the United States Circuit Court of Appeals, Chicago; Judge A. B. Anderson of the same court, and Judge Robert C. Baltzell, United States District Court, district of Indiana, attended the funeral together. Governor Jackson also attended.

Federal Court, and the office of the clerk of the Federal Court, were closed for the day.

Hundreds of friends called at the Marshall home Wednesday afternoon and evening to pay their last respects.

Hundreds of telegrams were received at the Marshall home. Among those wiring were: Will H. Hays, Mrs. Miriam E. Ferguson, Governor of Texas, and Evangeline Booth, commander of the Salvation Army.

A cablegram was received from the King and Queen of Belgium and a radiogram from Theodore Roosevelt, en route to Tibet for a hunting trip.

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