

AUTO ACCIDENTS
OVERSTATE TAKE
LIVES OF EIGHT

One Fatality Reported Here
—Youth and Girl Killed
Near Evansville.

Eight lives were taken in Indiana in week-end auto accidents, a check showed today.

One death was in Indianapolis. James Dougherty, 69, of 835 Bostart Ave., died at city hospital Sunday from injuries received late Saturday when he was struck by an auto while he was standing in a safety zone at Washington and Delaware Sts.

Elbert Johnson, 22, of 27 S. Euclid Ave., driver, was released on an involuntary manslaughter charge following Dougherty's death. Johnson told police that the rain prevented him from having a clear vision of the street and he was unaware that he drove through the safety zone.

Mr. and Mrs. Warren Wasson of Shelby County were killed Saturday when their auto was struck by a passenger train at Shelbyville. They were enroute to a funeral.

Katherine Whitehouse, 15, and Alfred J. Hartle, of Evansville, 14, were killed near McCutchanville when their auto ploughed from a bridge. George Becker, 20, was seriously hurt.

The car, belonging to Becker, plunged forty feet to the bed of a creek. A new bridge has just been completed over the stream, about fifteen feet to the left of where the old bridge stood. No barricades or warning signs were put up to warn motorists to make the sharp turn to the left.

Homer B. Hinkle, 42, Bloomington garage owner, was fatally injured when his auto struck a low place in the road and plunged down an embankment. His wife, daughter, Thelma, 26, and son, Dale, 14, were seriously hurt.

Mit Wampler 54, of Bainbridge, was killed in an auto crash near Greencastle.

Miss Ruth Everett was fatally

Firemen Advertise Field Day Aug. 20-21



Left to right: Firemen Harry Duncan, Hubert Stevens, Hughes White, and Captain George Townsend, all of headquarters company. This is not a circus advertisement. It's a group of city firemen having a little fun in a novel way, and advertising the police and firemen's field day at the Indiana State fair grounds, Aug. 20 and 21. Band concerts by clown bands, fire and police exhibitions, athletic contests, tug o' wars, and other events, will be given. The admission fee will go to the pension fund.

NINE DIE AT CROSSING
Five in North Carolina.

WASHINGTON, Aug. 2.—Two southern grade crossing accidents which took a toll of nine lives, were under investigation today.

Four died near Wilmington, Del., when their car sped into the path of a Pennsylvania passenger train, after it had waited for a freight on another track to pass. The dead: Guernsey Smith, 25; Marjorie Smith, 19; J. R. Hill, 28, and Anna Morris, 13, all of Centerville, Del.

Five girls were killed and another seriously injured when a train struck the truck in which they were riding between Gastonia and Bessemer, N. C. The dead: Bertha and Laura Wright, 16 and 20, respectively; sisters; Inez and Willard Jenkins, sisters, and Annie Cloninger.

How Noah Built His Ark,
Is Told by Kansas Woman

Research Worker Declares
'First' Liner Was Roomy,
Airy, Comfortable.

Editor's Note: For many years Noah's Ark has been an interesting but puzzling problem to the student of biblical history. How the primitive shipwright could have fashioned a boat large enough to carry the tremendous cargo Noah took with him, an impression that the Ark contained only one window, and resulting doubt that people and animals could have lived in such a vast, unventilated bulk, and a general lack of any clear idea of what the boat was really like, have combined to lead many people to doubt the story of the Ark. But Mrs. Frances E. Siewert of Clay Center, Kan., who has devoted years to research in the Bible and other ancient records, believes she can tell how the Ark was designed and built. The following story was written by her expressly for NEA Service and The Indianapolis Times.

By Frances E. Siewert
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Considering what a subject of interest Noah's Ark has always been, it is remarkable with how much mystery it has been kept shrouded during the centuries.

Hebrew scriptures are rich in the essential details concerning this noble craft, and archaeological discoveries contribute much to an understanding of how it was designed. The fact that the children of the men who were in the Ark lived to see and perhaps direct the building of other ships, generations later, seems to have been overlooked.

Copied After the Ark

Although these subsequent vessels were very small, it seems reasonable to suppose that their general features were copied after the Ark. If we may judge by the early pictures, which reach back to the time of the sons of Noah, the stern and prow of the Ark were probably square, tapering back underneath as they reached the waterline, and the roof was flat.

The Genesis story describes the Ark as being a great ship not less than 450 feet long, 75 feet wide and 45 feet high. Up until about 1850 A. D., no ship of such size had ever been built, but since that time all large ships are more or less modeled on the Ark's proportions. Of the world's steamships of more than 10,000 tons today, less than 8 percent have a greater breadth and depth than Noah's Ark.

Large Enough

The Ark was easily large enough to carry all its cargo. When one remembers that the fish stayed in the sea, that the space required by the insects was almost negligible, that the snakes and lizards together numbered only a little more than 2,000 pairs, that the average size of the perhaps 1,700 pairs of mammals was no greater than that of a small poodle dog, and that with ceilings 14 feet high the 10,000 pairs of caged birds could easily have been provided for, the problem becomes greatly simplified.

It is quite amazing to the uninitiated to discover how much an ordinary box car will hold; yet the capacity of the Ark was equivalent to that of thirty freight trains composed of twenty cars each.

Three Stories High

The Ark was three stories high, but less than two stories were needed for the animals. Modern ocean vessels allow 20 square feet of floor space for a huge ox, and their ceilings are low. If an average of from 9 to 10 square feet had been allowed for each pair of mammals in the Ark, none of them would have had to be lodged on the second floor.

No Long Procession

That the animals marched into the Ark in a long procession, as if they were hypnotized, is a myth. There was no miracle either in the building or the loading of the great ship; none was needed. "There were giants in those days," and even if there were not Noah had been given 120 years in which to carry out God's plan.

That Noah spent these years begging other people to come into the Ark, and that no one responded to his pleading, is another fallacy. The Ark had been constructed exclusively for Noah, his family and the animals. He warned the people to live righteously and escape the wrath that was to come, and those who heeded his call seem to have been mercifully removed from the earth before the flood.

THE NEW KONJOLA
GAVE SURPRISING
RELIEF TO LADY

She Reveals Startling
Facts About the Work
of This Celebrated
New Medicine.

Thousands of Indianapolis people are turning to this remarkable medical product, Konjola, for real relief from their suffering. Hundreds of men and women, afflicted with many of the worst forms of health trouble, are calling each day to see the Kon-



MRS. ANNA BLUNK

Jola Man at Hook's drug store, Pennsylvania and Market Streets, where he is personally explaining the merits of Konjola. Statement after statement is being received daily from Indianapolis people who gladly tell of the great relief this medicine has given them. Just a few days ago Mrs. Anna Blunk, a resident of Indianapolis for thirty-three years, living at 839 South Meridian Street, this city, made the following statement:

"For three months I was nauseated every day," said Mrs. Blunk, "and I am sure no one ever suffered any worse than I did, for I had terrible pains at all times whether I ate or not. Even water disagreed with me. Cramping spells came over me daily, and then a sharp pain would center in my right side. Usually about 2 a. m. pains would hit me and I suffered so badly I had to be held in bed. I was very badly constipated, had bursting headaches and I was in misery every day for a solid year.

"I read about Mrs. Green (the nurse), who praised Konjola in the Indianapolis papers, and at the time I was bedridden, so my husband got two bottles and I started taking this medicine on Thursday. The following Thursday I was better, and it has been over two weeks since I had a spell of nausea, and the absolute truth is that I had these spells every day for three months before I took Konjola. And the past year all my friends know how I suffered. Then when I got Konjola and this medicine started relieving me it all seemed like a great blessing and any one who wishes to come and see me can find out how wonderful I think this new Konjola medicine really is. I eat a lot of food every meal now and I am getting strength and nourishment all over my body. Yes, it all seems wonderful to me, for the pains are gone and I don't have to take hypodermics like I did before to get relief. I hope I have a chance to tell a lot of people about this great medicine, for I know what it is to suffer, and I will be glad to say anything I can to get others to take this splendid remedy."

The Konjola Man is at Hook's drug store, Pennsylvania and Market Streets, Indianapolis, where he is daily meeting the public and introducing and explaining the merits of this remedy.

Konjola is also for sale by every drug store in this city, and by all druggists in outside towns. Advertisement.

THOUSANDS GO TO
CUMMINS RITES

Late Senator to Be Buried
Late This Afternoon.

DES MOINES, Iowa, Aug. 2.—Thousands of citizens poured into Des Moines today to attend the funeral of Albert B. Cummins, the man Iowa sent to the Senate for the last sixteen consecutive years.

The body will lie in the domestic Cummins home until four this afternoon, when the remains of the 77-year-old Senator will be laid to rest in Woodland cemetery. The services will be public.

Among the thirty-six honorary pallbearers are five former governors of the State, the entire Iowa delegation from the House of Representatives and a large group of Congressmen and Senators from other States.

Cummins died of heart trouble late Friday, following an illness of only two days.

ZANGWILL, JEWISH
AUTHOR, EXPIRES

Death Comes to Noted
Writer in England.

LONDON, Aug. 2.—Israel Zangwill, the author, died Sunday in a nursing home at Midhurst, Sussex. He was 62.

Zangwill was a writer in almost all the prose forms of literature, a sociologist and a Zionist. His father was Moses Zangwill, a Russian refugee, who fled to England to escape a death sentence in Russia. The famous son was born Feb. 14, 1864.

Audience in Britain, Ireland, Jerusalem and the United States have heard Zangwill lecture. Among his best known plays was "The Melting Pot," produced in 1908 and dedicated to Theodore Roosevelt.

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UNION TRACTION

Business & Industrial
NEWS

BOAZ PREPARES
NEW SIGN SHOP
FOR BRISK TRADE

Remodels and Redecorates
Location at 40 Virginia
Ave.

With the removal of Burling Boaz Jr., sign painter, from his studio at 13 Pembroke Arcade, to 40 Virginia Ave., remodeling plans are being completed to make the new studio one of the most attractive and convenient sign shops in the city.

Boaz, who has made commercial signs for twelve years, has a frontage of twenty feet in his new shop and a depth of seventy-two feet. The shop occupies a building formerly occupied by Frank G. Kamp, fish dealer, and Alcazar Barber Shop.

The building is one-story in front, but has a balcony in the rear with several large skylight windows affording plenty of daylight for sign color work.

Boaz moved into his new quarters a week ago. He is carrying forward remodeling and redecorating work. The front of the shop has a series of mirrors about the upper part of the side walls. Large samples of shows card work are to be on display in this room. Every type of sign work done by him will be shown in this room. The room is well-lighted and well-ventilated.

In the rear of the new place is the large sign department, which has the largest bulletin wall in any Indianapolis commercial sign shop, Boaz says. All types of signs, except electric, are made in his shop.

Above the front of the new shop will be erected a gigantic red neon sign, illuminated at night with flood lights, bearing the trade slogan, adopted by Boaz, "Service Worth Crowding Over."

Boaz began business twelve years ago in a small room on Pennsylvania St., near Market St., where he remained six years. He moved to the Pembroke Arcade and remained another six years. Each move has been made because of the development of business and requirements for larger space.

Boaz now employs six men in his business, all experienced sign men, who turn out some of the finest signs made in the State.

has built up an enviable record in commercial hauling. It operates a motor freight route to Richmond and return, and also routes to Connersville, making stops at all points between Indianapolis and Richmond and maintaining night express service on the Connersville route.

The summer and spring business has been exceptionally strong, O'Donnell declared, proving that shippers are greatly influenced in favor of motor transportation.

With the harvest season well under way, many farmers are having shipped parts of machinery needed in getting in crops of grain, being assured of prompt delivery the day following placing of orders with Indianapolis concerns.

Perishable goods are being shipped largely by motor transportation in order to eliminate delays, O'Donnell pointed out. His company gives special attention to perishable goods, he said.

KINDLY SERVICE,
MORTICIAN'S AIM

Personality and professional skill are responsible for the success of Walter T. Blasengym, funeral director, 2228 Shelby St. Eighteen years of careful attention to business has resulted in making him one of the best known Indianapolis funeral directors.

Blasengym has built up a splendid business as a result of his personal supervision of the details of every funeral he has handled.

"I have sought to put into my business dealings sympathetic interest in every phase of the operations of the profession," he said.

"We must come into homes that are grief-stricken. We endeavor to enter that home at all times with a fellow-feeling, a kindness, an understanding that will make our services seem more than professionalism.

"Our creed has been efficient, sympathetic, kindly service at all times. It has paid great dividends. We are proud of our success and the progress we have made."

The House That Hustles
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SERVICE COMPANY
High-Grade Automobile and
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is the title of a 288-page book which
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For Economy and Service
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The question of how to express
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who have been taken from us
often seems to be of overwhelming
weight. Our years of experience
have shown us what you
will want and the correct way in
which the symbol of your affection
should be expressed. We want you
to feel that we take a
sincere and kindly interest in
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TOY AIRPLANES
OF ICE COMPANY
AMUSE CHILDREN

Polar Firm Gives Presents at
Cash and Carry
Stations.

Youngsters over Indianapolis are being made extremely happy by possession of toy airplanes, good will gifts of Henry Dithmer, president of the Polar Ice and Fuel Company, 2000 Northwestern Ave.

From each cash and carry station of the company patrons are receiving these attractive little airplanes, made out of balsam wood, painted in various colors and bearing the advertisement of the company.

Dithmer reports that business is "exceptionally good." He says that demands throughout the city and suburban territory are being satisfactorily handled.

"We have a capacity of 350 tons of ice a day, and with adequate storage ice, we are able to meet the most unusual hot weather requirements," Dithmer said.

"We plan to take care of the peak periods of the summer and the hot weather demands are adequately handled by our firm. We have established community ice stations where our patrons in almost every section of the city may go to get their ice if they should fail to notify us or our drivers of their ice requirements. This station service means a saving to consumers, too.

"We handle scored ice, which means our customers are sure of getting accurate weight—yes, overweight in many cases. A special machine cuts a deep mark in the blocks of ice before they are loaded on drivers' wagons. These scored marks prevent breakage and takes the guess-work weighing out of our business."

Goodness! Gracious!
GREGGORIZE!
\$1.50 For Cleaning Men's Suits \$1.50 For Cleaning Men's Topcoats and Overcoats
The New Price for Cleaning Men's Suits
PHONE: Drexel 5050

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Factory Prices. Ample Parking Space
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TRUCK LEAVES DAILY
FOR CONNERSVILLE

KATE: "Did you hear what that man said when we put his next winter's coal in his cellar?"
QUEEN: "You mean, 'A ton in the bin is worth two in the mine?'"
KATE: "Yes—but he might have added, 'Especially if it's a Polar ton that weighs every bit of its proper 2,000 pounds.'"

Note—Kate and Queen are a team of milk-thirty years old. They have been with Polar over twenty-five years, but have never yet found any reason to KICK on Polar Service—and they ought to know if anybody does.

POLAR ICE AND FUEL CO. Phone RA. 0689