

BOND ISSUE IS URGED TO BRING TRACK RAISING

Plans Will Not Be Held Up If City Will Act, Says Elevation Engineer.

Track elevation plans will not be held up by an inadequate tax levy of 3 cents if council will pass bond issues to care for the city's part of the expense, in the opinion of Track Elevation Engineer M. Bebe.

Bebe had urged the maximum of 6 cents, which he declared was necessary.

"I always have been somewhat in doubt as to legality of a bond issue if the maximum levy is not provided," he said.

Failure of the council to pass a bond issue to dredge and widen White River between Morris and Raymond Sts., temporarily is delaying the elevation work.

The Belt railroad elevation plans extend from W. New York St. to English Ave. The Belt appropriated \$600,000 as its part of the cost last year. A like sum is to be raised by city and county. All work is to be on the south side, the Pennsylvania project extending from Cruse to State St. and the C. I. & W. the same.

Ortis Bartholomew, who introduced the amended budget ordinance, said, "It is not our plan to halt south side track elevation plans. I live on the south side and am interested in it, but some of it can be cared for by bond issue."

The Chamber of Commerce had recommended a .04 levy, although the controller asked a .03 rate.

Thriller!

By Times Special
WABASH, Ind., Sept. 7.—Karl Daugherty today may look back on a novel experience, which might well have furnished a movie director with his "big scene."

While driving toward this city, the steering apparatus on Daugherty's car broke, upsetting the machine on the Wabash railroad tracks. Daugherty was caught beneath the car and was unable to extricate himself. Just then the whistle of an approaching locomotive sounded. William Houston, living near the scene of the accident, grasped the machine and ran to the tracks. He flagged the train, which came to a stop a few feet from the overturned automobile. Daugherty was taken from under the car and it was found that a cut on the head was his only injury.

Ray Albertson, finance chairman, favored the .04 rate.

PROGRESS IN TEACHING IS STRESSED BY TIGERT

John J. Tigert, United States commissioner of education, spoke at the annual city teachers institute Tuesday afternoon on "Educational Strides."

There are many signs of decided educational progress, not the least of which is the criticism directed against the schools," Tigert declared. "This criticism is simply an indication that in many ways the schools of today are several years in advance of the mass of public opinion."

Great changes in the method of training teachers and in the general requisites for teachers have come about in the last few years, he said.

SCHOOL BOARD O. K. ON TEACHERS APPOINTED

Recommendations of Miller Are Given Approval.

Teaching appointments recommended by Charles F. Miller, superintendent of schools, have been approved by the school board.

They include the following: Elementary schools, Mellestres M. Smith, Elizabeth DeGrief, Virginia Fullinger, Gladys Zink, Pearl Horn, Vera L. Westfall, Carrie D. Grice, Jessie C. Dyer, Florence D. Stroud, Edna T. Jones, Gertrude Peck, Elizabeth Mooney, Vivian Smith, George D. Brock, physical education, Crispus Attucks, Eudela Butler, clerk, Crispus Attucks; Stella B. Walker, English, Crispus Attucks; Mildred Allen, hygiene and nursing, Arsenal Technical; Jacqueline Wilson, English, and Spanish, Arsenal Technical; Harley R. Jones, printing, Arsenal Technical; La Von Whitmire, art, Washington; Earl Kuhn, physical training director, Washington H. S., and Lois W. Holescher, physical education department.

Walter H. Carnahan, Shortridge High School, has been made acting head of mathematics department.

PART OF SKULL GONE

Operation on Marion Child After Auto Accident.

By Times Special
MARIION, Ind., Sept. 7.—Gene Miller, 6, is expected to recover after removal of bone the size of a half dollar from her skull, the operation following an auto accident injury.

Surgeons at the Grant County Hospital believe the youth of the patient will result in the hole being bridged over.

EXPERTS SEEK WAY TO AVERT FIRE IN PLANES

Tests to Be Made in Effort to Halt Burning of Craft After Crashes.

By United Press
LONDON, Sept. 7.—Spurred by the large number of fatalities due to fire following airplane crashes, not only in England, but in the United States and France as well, British aeronautical experts have renewed efforts to find a method of fire prevention after crashes.

One of the difficulties of the investigation to date has been the fact that, since the occupants of these crashed airplanes almost invariably lose their lives in the flames that follow the crash, it has been almost impossible to obtain any exact knowledge as to the causes which led to the ignition of the gasoline vapors set free by the crash.

To obtain such knowledge, plans are on foot for a series of experiments in dropping airplanes over sheer cliffs several hundred feet in height, which a battery of slow-motion picture cameras located at the foot of the cliff to record the exact details of what happens when the airplane crashes.

By careful examination of a series of such pictures it is hoped to be able to draw conclusions as to just what factors caused the ignition of the gasoline, and what steps can be taken to remedy the causes of the explosion.

Tests will be made as to the effects of locating the gasoline in different parts of the body of the airplane and in the wings, and also tests will be made with so-called "crash-proof" tanks.

Patents have been taken out by inventors of several types of these tanks, but only one so far has survived crash tests made by the air ministry, and all are so heavy as to be looked on with disfavor by airplane constructors.

Interesting as these tests will be, it is felt here that the ultimate solution of the fire prevention problem is airplanes must be found in the development of engines which will burn heavy oil fuels, and some progress is being made in this direction.

Although Talmadge specializes in a "stock type" of modern bungalow, which includes five rooms, bath and breakfast room, he has undertaken larger building projects. He is completing six houses for Shirley's Lake Park Addition on Eighteenth St. and Shadeland Dr., complete in every detail.

"The younger married couples are demanding finer finishing or interiors than was the case only a few years ago," said Talmadge.

"We find that a house will hardly sell on the market today which does not have a breakfast room, so we have adopted in our stock plan a breakfast room to fill this demand. It really adds another room to the bungalow home, this breakfast room, enabling the dining room to be maintained as a 'show room' of the home."

Talmadge has a building plan

THE INDIANAPOLIS TIMES

NEWS OF BUILDING IN INDIANAPOLIS

INSURANCE OF TITLES VALUED

A contract of title insurance has been defined as "a contract to indemnify against loss through defects in the title to real estate or liens of incumbrances thereon." Another writer has said: "Title insurance is an agreement whereby the insurer for a valuable consideration agrees to indemnify the insured in a specified amount against loss through defects of title to real estate wherein the latter has an interest either as purchaser or otherwise."

This contract, according to Hiram E. Stonecipher of the legal staff of the Union Title Company, while containing little of a speculative nature, has in it enough of that element to make it highly desirable for those who deal in lands, and who know little or nothing about the complicated and intricate laws of real estate.

It relieves the sense of anxiety as to possible mistakes in the examination of the public records, gives security against errors of judgment on any legal questions, which may be involved in the title, and covers the forgery of instruments in the chain of title.

It is used by the public as a safeguard and protection in dealing with titles to land, and the experience of the last twenty-five years and the great development of the business of issuing such contracts, have demonstrated thoroughly the needs and benefits of title insurance.

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Apartments Attractive



NEW FURNACE WINNING FAVOR

"A parlor furnace that is a furnace" is the way that users of the new Glow Boy heater describe it. This heater is handled in Indianapolis by the Caldwell Supply Co., 32 S. Pennsylvania St.

Made by the Globe Stove and Range Company, Kokomo, Hoosier industry is back of the heater. It is known as a "parlor furnace," a genuine cast-iron furnace heater. It is built on furnace principles by experienced furnace builders.

The new Glow Boy is a thing of beauty. Built of real cast-iron, it has a grate surface fifteen inches larger than many pipe furnaces. It has interchangeable grates, either draw-bar or triangular. The large slotted furnace pot has a capacity of 65 to 85 pounds of coal.

Over-heating of a room is prevented, as direct radiant heat does not reach the outer casing. Radiation, amplifier or casing lining doubles the heating surface of the Glow Boy. The deep ash-pit has large convenient door with concealed hinges.

Double-locked and sealed joints prevent gas and smoke leakage. Tight-fitting doors and dampers assure positive control of fire. A large coal chute and improved smoke control means greater convenience and cleanliness.

Life and Death Tied

By Times Special
RUSHVILLE, Ind., Sept. 7.—Life and death ran an even race in Rush County during August. Births and deaths were tied at twenty-three.

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