

IDENTIFY THREE BODIES TAKEN FROM SUB S-4

Fingerprint Expert Makes Public Names of Victims; Continue Quiz.

By United Press
WASHINGTON, Jan. 5.—The first three bodies to be removed from the sunken submarine S-4 off Provincetown were those of Lieutenant Commander Roy K. Jones, Lieut. Joseph McGinley, and Chief Machinist's Mate Aaron Albert Hodges, the Navy Department announced today.

The men were identified by the fingerprint expert from the navy's bureau of navigation. Official notifications of the identifications have been sent by the department to the next of kin of the three men.

Men Lived 62 Hours

By United Press
CHARLESTOWN NAVY YARD, Jan. 5.—The six men trapped in the torpedo room of the ill fated submarine S-4 lived for sixty-two hours, it was estimated today at the naval inquiry into the disaster, by Lieutenant Commander Frank Worden, testifying today.

Previously Worden had expressed the belief that the imprisoned men survived eighty-six hours.

The disaster did not occur while the submarine was on the regular mile test course, Worden testified.

Worden, first witness at Wednesday's opening session, resumed the stand when the court reconvened this morning.

He expressed the belief that the collision between the coast guard destroyer Paulding and the submarine might have occurred as the S-4 turned at the end of the test course.

The sea was rather choppy on the day of the collision, however, Worden said, and white caps would affect visibility.

A ship might sight a periscope at a distance for 100 to 1,500 yards if the lookout knew what he was looking for, the witness testified.

Worden said the Paulding probably did not have the submarine within the range of visibility for more than two minutes.

Weather Hampers Divers
By United Press
PROVINCETOWN, Mass., Jan. 5.—Weather conditions probably will make it impossible to remove any more bodies from the sunken submarine S-4 today, Capt. Henry Harley of the Fishon said.

He said divers would go down as soon as the weather would permit, but that a brisk northwest wind and choppy sea threatened to balk salvage workers today.

Three bodies already have been taken from the hull.

Rush U. S. Inquiry Plans
By United Press
WASHINGTON, Jan. 5.—The broad investigation into submarine beginning soon along lines proposed by President Coolidge is expected to focus the limelight on undersea fighting craft as never before, probably bringing new legislation affecting this type of vessel and the men who risk their lives below the sea.

The joint resolution for investigation of the S-4 disaster and submarine safety devices will be taken up Friday by the House Rules Committee and Saturday by the Senate Naval Committee, it was announced today by chairman of these committees.

Both committees are expected to vote the resolution out the same day, with passage shortly afterward, so that the end of the week should see the close of congressional action.

President Coolidge is expected to appoint the special commission of two retired naval officers and three civilian experts speedily, so they may begin work immediately.

Factory Worker Killed
By Times Special
NEWCASTLE, Ind., Jan. 5.—David Hulse, 55, Chrysler auto plant employee, died of injuries suffered while assisting in handling a 1,600-pound die block. The die was being unloaded from a two-wheel truck when it slipped, throwing the truck handle upward and striking Hulse in the abdomen. He died two hours later.

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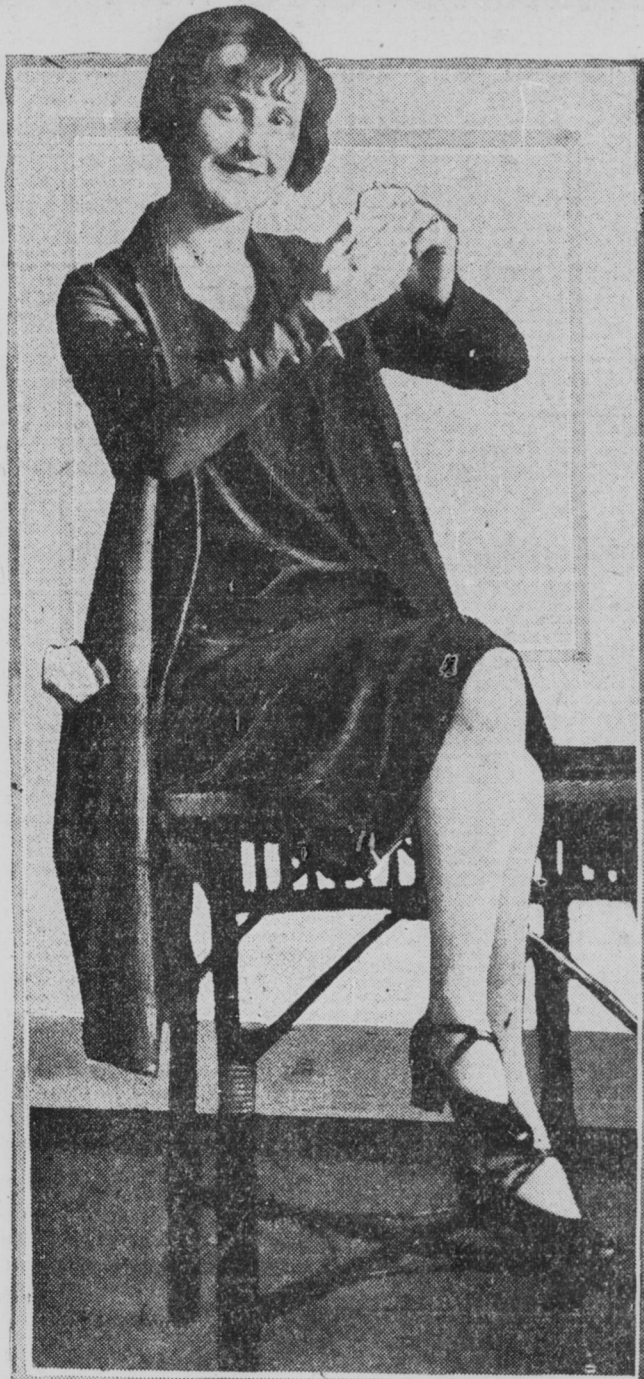
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First Divorcee of 1928



Here's one joyous New Year's belle you won't find in a belfry. "Believe me! It's good to be free again," chimes this one, Miss Juanita M. Jones of 842 Fletcher Ave., perched saucily on a table as she powders her nose after the trying ordeal of the divorce court.

For Miss Jones, 19, was the first young woman to be awarded a 1928 divorce in Marion County courts. Only little more than a year ago she embarked on the matrimonial venture with William E. Jones. When their craft was wrecked on stormy domestic seas, William abandoned ship, she told Special Judge Ralph Jones in Superior Court 4 Tuesday.

The husband, who has left Indianapolis, did not contest the action.

OLDFIELD IS BOOSTED
Arkansas Congressman, Democrat, Talked for Second Place.

By United Press
WASHINGTON, Jan. 5.—Representative William A. Oldfield (Dem.), Arkansas today was put in the race for the Democratic vice presidential nomination by Representative R. A. Green (Dem.), Florida.

Oldfield's nomination, Green said, "would not only be deserved recognition of the South's loyalty to the Democratic party, but it would be selection of a man in every way worthy of the honor."

Green explained that Florida rapidly is drifting into the "doubt-

ful" column and a Southern man probably would be necessary on the ticket to poll the State for the Democrats in the next election.

CITY FRAT MEN INSTALL
Delta Phi Theta, Professional Group, Puts Harold Russell in Office.

Harold Russell, president, and other officers of the Delta Phi Theta, Indianapolis professional men's fraternity, were installed Wednesday night at the Spink-Arms. Other officers are Kenneth Altizer, vice president; Willard Stienecker, secretary; Horace Grossman, corresponding secretary; Ralph Eberhart, treasurer; Keith Smith, sergeant-at-arms.

PROSPECTS FOR 1928 ARE SAFE, EXPERT'S VIEW

Continuation of Present Business Forecast by Irving Fisher.

BY RODNEY DUTCHER
(Copyright, 1927, NEA Service, Inc.)

WASHINGTON, Jan. 5.—The majority of the American people are not any too prosperous, but each year adds a few more to the prosperity class and 1928 should be no exception.

This assertion is made by Prof. Irving Fisher of Yale, often regarded as this nation's outstanding political economist.

Because one-half the incomes of the population amount to \$1,100 a year or less, Professor Fisher protests against the sweeping claims that our people are prosperous as a whole.

As judged by standards set up by such agencies as the United States Bureau of Labor Statistics, he says, the majority of them are poor.

Better Than Europe
Only a small fraction of the income class, he points out, will ever be put to the test of prosperity, against which President Coolidge recently warned. More than 99 per cent of incomes are less than \$9,000 a year.

"But the most important point," says Professor Fisher, "is that our people are prosperous when compared with the peoples of other nations. From that standpoint, we are getting along very well."

"We come nearer than anyone else to the standards of income and living set up by the labor bureau. And we are making more and more headway."

Thus, although it is not fair to say that all of us are in this sense prosperous, it is a fact that more of us are becoming prosperous each year."

Sees Little Change for 1928
In an exclusive interview, Professor Fisher admitted that probably a little more unemployment exists than is generally realized, but expressed the belief that 1928 would be at least as satisfactory a year from the standpoint of business and industry as was 1927.

One of the ways by which a cycle of depression begins, of course, is by a combination of unemployment, lowered purchasing power and decreasing price levels.

Price levels have not been quite stable in the last two years. Professor Fisher agrees, and hence employment has somewhat decreased. But any dangerous repetition of the so-called business cycle has been headed off for the present, he believes, because the beginning of this year found the price level nearer to stabilization with an improved employment situation. The reason:

"We have had, roughly speaking, a stable purchasing power of the dollar, which tends toward stability of prosperity," explains Professor Fisher.

"I am rather optimistic about 1928. 'Isn't it about time for prices to drift back toward pre-war levels?' I asked Professor Fisher.

"No," he replied. "If we want to avoid trouble we have better stick to the price level we have now. Price levels suddenly dropped in 1920 and 1921; we had a serious period of depression in 1921 and 1922. If that movement had taken the price level all the way back to pre-war, consequences to our industries and our workers might have been appalling."

Three Sets of Twins in One Family



The stork has been more than generous to Mr. and Mrs. Richard Dwyer of New Orleans. For here you see the Dwyer children, three sets of twins. On either side of the big arm chair are the oldest of the twins, John and Eva, 10 years old. Seated and holding the tiniest of the three sets of twins are the second set, Bernadette and Blanche, 7 years old. The babies are Jerry and Marian.

'FAT LADY' OF CIRCUS GOES TO BIGGEST GRAVE

600-Pound Woman Buried in City's Largest Coffin.

The largest casket ever made in Indianapolis was lowered into the largest grave at Floral Park cemetery this afternoon, while relatives and friends mourned for Mrs. Rosina Roberts, 32, 600-pound circus fat lady, whom they declared had, figuratively, "the largest heart" of any one they had ever known.

Mrs. Roberts had toured throughout the country with her sister, Mrs. Stella Kidd. They started out when 19 and 17, respectively, and were known as "the world's fattest twins." Mrs. Kidd, who was among the mourners, weighs 500 pounds.

Natives of Indianapolis, they always considered this city their home. Mrs. Roberts died of pneumonia Tuesday at 1663 W. Riverside Pkwy. The body was removed to Shirley Brothers funeral home, 949 N. Illinois St., where services were held today.

Survivors include the sister; husband, George M. Roberts, and two adopted children.

CONFUSION OVER RULING

Status of Marion Light Plant in Doubt After Court Action.

By United Press
MARION, Ind., Jan. 5.—The future of Marion's municipal lighting plant was in doubt today following a ruling by Judge J. Frank Charles of Grant Circuit Court that because no appropriation had been made to defray expenses of an equipment contract the Fairbanks-Morse Company had made with the city, the contract was void.

City officials have announced that either an appeal will be taken to a higher court or an effort made to prove an appropriation had been made.

Row Over Feet
Preceding the resignation the board voted to ask for a budget of \$1,500 from the Community Fund for extra help and work at the hospital. Members of the executive budget committee of the Community Fund indicated in a letter to the Flower Mission board that they would not approve a budget of \$5,000 desired by some board members, if it included the work of visiting poor families. That work is being taken care of by other organizations in the city, the letter stated.

All expenses of the Flower Mission hospital have been taken over

Rift in Flower Mission Causes Board to Resign

Because of friction and unpleasantness with older members arising when the board of directors of the Indianapolis Flower Mission voted to do away with visiting poor and sick and to concentrate on Flower Mission hospital work, the board as a body, led by Mrs. Frank W. Wood, president, resigned at a meeting Wednesday afternoon at the Propylaeum.

Other members of the board are Mesdames Edmund Gall, William A. Moore, Gideon Blaine, Edward Lynn, Howard Gay, Ernest Sellers and Walter Kurt Brown. They were elected a year ago.

At a meeting of the older members and those opposing Mrs. Wood's policies at 10 a. m. today at the Board of Trade, the election of officers held Wednesday by the group was ratified.

By-laws and a revised constitution will be drawn up for the body to vote upon next Thursday, officers stated. The old Indianapolis Flower Mission has met every Thursday for a number of years.

Officers Elected
Following the board's resignation, Mrs. Stowell Wasson, claiming she is third vice president in Mrs. Wood's board, but has not been recognized, presided at a meeting of older members and those who disapproved of the policies of Mrs. Woods administration. The following officers were elected for that group which plans to continue the work of visiting poor families under the name of the Indianapolis Flower Mission.

Mrs. Wasson, president; Mrs. Fred Noer, first vice president; Mrs. Lloyd Bowers, second vice president; Mrs. Fred H. Cheyne, third vice president; Mrs. Layman Thompson, recording secretary; Mrs. Julia Fish, assistant secretary; Mrs. J. H. Lowes, treasurer; Mrs. Edward Friehe, assistant treasurer; Mrs. Thomas Barry, keeper of flower mission stores; Mrs. Lavelette Dicky, keeper of Flower Mission boxes.

Members of the Flower Mission who met this morning plan to continue the work which the organization has done for fifty years, of visiting the sick and poor, and will continue to plan for the new hospital which they hope to start in the next two years, Mrs. J. H. Lowes, treasurer, stated.

Following the meeting this morning, Mrs. Lowes stated that the group would continue to ask for \$6,500 from the Indianapolis Community Fund as it did in a budget in November, against the wishes of Mrs. Wood, who then was president.

NEW RELIGION NEED CITED AT RACE CONCLAVE

Forgiveness of Sin Doctrine Declared Harmful in Biological Way.

By United Press
BATTLE CREEK, Mich., Jan. 5.—The Battle Creek race betterment conference attended by several hundred earnest and eminent men and women scientists, drew toward a close today, with the assembled practitioners pondering a blunt pronouncement that they had begun their task of promoting health and happiness from the wrong end.

Scholarly papers on genetics, eugenics, life expectation, and animal experimentation had been presented, when, suddenly and without warning, Dr. Alfred Scott Warthin, distinguished director of the pathological laboratory of the University of Michigan arose.

New Religion Needed
"From the trend of the papers being read here," he asserted, "one would take this to be a race deterioration conference, rather than a race betterment discussion. The trouble is that you have begun at the wrong end."

"What really is needed is a new religion and a new philosophy of life."

"Man's old religions, though they are passing, are reacting upon his environment dangerously. They take no account of the fact that reproduction is the sole aim of existence."

"Born of religion is the doctrine of forgiveness of sin. That has done more harm biologically than any other thing in the world."

"Forgiveness will not remove from the bodies of young men and women the traces of deadly germs, associated with social diseases that remain to manifest themselves years later in defective offspring. Forgiveness is not a curative measure."

Takes Rap at Love
Having thus handled religion, Dr. Warthin stated love was an undermining influence.

"If the race is to be improved," he said, "the choice of a life mate on the basis of love or sex attraction must stop."

"It is necessary that young men and women, before entering into marriage, inquire into each others' family histories to determine the presence or absence of factors which, when inherited by the offspring, may strengthen or weaken the race."

School Building Burns
VALPARAISO, Ind., Jan. 5.—Fire destroyed the Cole school building six miles north of here with a loss of \$10,000. The building had been remodeled recently.

Announcing The VICTORY SIX BY DODGE BROTHERS

From an engineering standpoint The Victory is radically new, radically different and thoroughly original — is literally years ahead of its time in many vital features.

In a very real sense, too, it compares with no other car or class, because NO car, either here or abroad, provides features that are comparable. To enjoy these advantages you must buy THIS car, for elsewhere they simply do not exist.

Revolutionary New Principles of Design

1. For the first time since the invention of the automobile, the chassis and body of The Victory are a single integral unit—the wide, deep Victory chassis frame, flush with the lines of the body, replaces the customary body sills. (Heretofore, the body was mounted on a sill and both in turn mounted on the chassis.)

2. For the first time in history, battleship construction (i.e., double steel walls) is here applied to the motor car.

Spectacular Performance

The results of these, and other basic innovations are astonishing in their effect on every phase of motor

car value; beauty, comfort, safety, strength and most impressive and important of all—performance itself.

With chassis and body a single unit, there are 330 fewer parts—175 pounds less weight—and an extremely low center of gravity.

The results are greater motor efficiency—increased power—quicker pick-up—greater stability and flexibility in relation to load—an easier car to handle—a faster car to drive!

21 miles to the gallon at 25 miles per hour is precisely what you can expect—with sustained high speed all day long at instant call!

Drive over cobbles and await the usual discomfort—it will never occur! The Victory is the smoothest riding car, for its type, ever built.

Safe, Strong and Stable

Because the chassis frame conforms precisely with the body lines—and because of the car's low center of gravity (weight close to the ground) The Victory is remarkably stable—tipping, skidding and swaying are reduced to a point positively negligible!

Turn a sharp corner and you will understand!

And the double steel walls mean double protection in case of accident—double the safety of any type yet known. A staunch body, with doors that close with a substantial and non-metallic snap.

Quiet and Comfortable

The aim of all engineering is simplicity, for simplicity means economy—strength—SILENCE. There are only 8 major parts in The Victory body—and they are welded into a single unit. Not a joint to squeak or rattle. A silent body.

And Dodge Brothers powerful new six-cylinder motor—specially engineered for The Victory—preserves this luxurious quietness at all speeds.

A Car of Striking Beauty

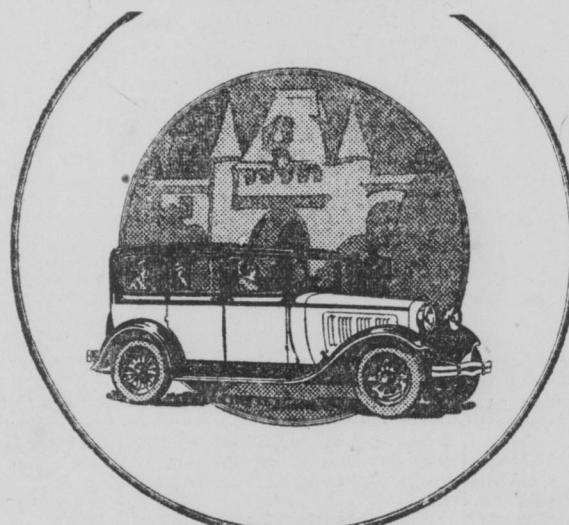
Body and chassis built as a single unit—without the customary body sill—permits lower over-all height with liberal head-room and road-clearance.

Splash shields, a constant source of noise and annoyance are replaced by the wide, deep Victory chassis frame; wide, heavy-gauge one-piece fenders and drum-type head-lamps are provided. Upholstery, hardware, instruments, color combinations and other appointments satisfy the most exacting demands of style and good taste.

Indeed, you have a distinct and thrilling impression that the car in which you are riding is long, low, swift and safe—a car of surpassing originality and smartness down to the smallest detail.

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