

SIAMESE TWINS TO VISIT THIS CITY

Two Girls, Joined Together Physically at Birth, Will Open a Seven-Day Vaudeville Engagement at the Lyric, Starting Sunday.

How two live as one—that is the story of Daisy and Violet Hilton.

They are the Siamese twins of today. Two pretty 17-year-old girls, short and slender, with blue eyes and abundant curls; two quiet little girls whose moods and manners have become blended, whose likes and dislikes, tastes and preferences have always been and always will be identical.

When Daisy saw a gorgeous poster advertising a handsome brass saxophone about four years ago, Violet turned her pretty little head and saw it, too. The idea occurred to them that it would be an interesting instrument to play. It was this saxophone course they soon entered upon which led to their going on the stage.

And, like all young girls, they had wanted to become actresses.

The twins were born in the seaside city of Brighton, England, on Feb. 5, 1902. Their mother died when they were born; their father a few years later.

They tell this amusing anecdote of their childhood. Once, at the age of six, their Aunt Edith, the gentle woman who still attends them night and day, who dresses them and chaperones them wherever they may go, promised to take them to a county fair.

And there, the twins, loosed from their aunt's skirts, were standing awe-stricken outside the pen of the great striped ram, the ram that had just captured the grand blue ribbon, when a smart little fellow, about 13, came up to them.

"I bet you girls are afraid to ride that ram!" he dared them. "I'm not, though."

With that, the child entered the pen and leaped on the ram's back. Infuriated, the animal bounded about and soon threw the boy to the ground. The twins were aroused.

In the twinkling of an eye, four little legs had gone, somehow, over the fence of that pen and while Daisy's arms tenaciously grappled with the horns of the frisky sheep, Violet's clung strongly to the ram's

tail. Kicking, bawling, leaping, bounding, the furious ram stormed the pen, but to no avail. At the termination of half an hour, the animal collapsed from exhaustion. The twins had conquered together.

They say they agree in everything. Reading is a favorite pastime of theirs. Conan Doyle and Edgar Allan Poe are their favorite authors. While the pair never attended a real, regular school, a tutor has coached them through high school studies. They have been in the world of the stage only since last February.

Two 17-year-olds never traveled further and wider than the Siamese duet. At seven, they were living in Australia. France, Germany, Italy and Belgium, have all been covered by them.

At the age of four, two bright-eyed children began occupying one big piano stool. While Daisy practiced her violin lesson, Violet thrummed on the piano. Dolls, a "playing house" occupied much of the twins' time at this stage. They admit today that they got a lot of fun out of concocting mud pies, too. They loved to chase butterflies in the big park near their home.

And Violet used to like to dig in the back yard for worms in rainy weather, even though this habit was tabooed by her more fastidious twin.

The girls are wholly contented and happy. They have only vague and distant ideas on the possibility of love or marriage. Doctors have found that their spinal columns are inseparably joined.

These two famous girls will open a week's engagement at the Lyric, starting Sunday afternoon.

Indianapolis theaters today offer: Fred and Dorothy Stone in "Cris-Cross" at English's; Nick Lucas at Keith's; Charlotte and Mary at the Lyric; burlesque and Mary at the Mutual; "The College Widow" at the Indiana; "The Harvester" at the Ohio; "The Showdown" at the Apollo and "When a Man Loves" at the Circle.

Thursday evening, Charlie Davis will be guest conductor and master of ceremonies at discovery night at the Indiana ballroom. At this time he will direct a red hot orchestra and select material, which he thinks is eligible for the stage.

If you can play any sort of an instrument, dance any step, or if you have a pet dog that does tricks, come to the Indiana Ballroom Thursday evening, meet Davis personally and show him what you can do, on the stage of the Indiana Ballroom.

Charles E. Green of the Paramount office will be on hand and will also have his eyes open for stage talent.

OPEN 32D HOOK STORE

New Enterprise in Chain Located in Lincoln Hotel.

Formal opening of the new Hook Drug Company store in the Kentucky Ave., Washington and Illinois Sts. triangle, in the Lincoln Hotel, was held Wednesday. The store is the thirty-second in the Hook chain operating throughout Indiana and Kentucky.

The first store of the company was started by John A. Hook, president and general manager, at Prospect and East Sts., in 1900. In 1910 he opened the store in the Occidental Bldg., Illinois and Washington Sts., and started the chain idea. The business is now a \$5,000,000 concern.

NEW HOTEL PLANNED

Four-Story Structure to Be Built on E. Washington.

East Washington and New Jersey Street Realty Company today announced acquisition of a ninety-nine-year lease on the southwest corner of E. Washington and New Jersey Sts. as a site for a four-story fireproof hotel structure. Rentals for the period will total about \$1,000,000, it is said.

Eastgate will be the name of the new hotel. The building will contain ninety-eight guest rooms and twelve storerooms on the first floor. Hotel quarters of the building have been leased to Fred C. Terry for twenty years. Rental approximately \$400,000.

DOUBT ROBBERY STORY

Police Hold Tennessee Negro on Vagrancy Charges.

Eugene Ransom, Negro, of Nashville, Tenn., is in city jail after telling an incoherent story of being robbed at Senate Ave. near Thirtieth St. Tuesday night. He was arrested on a vagrancy charge.

Phyllis Haver Hits the Target



Phyllis Haver

Phyllis may be down but she is not out in this scene from "Chicago." In this movie, Miss Haver is a gal who gets all mixed up with the underworld. "Chicago" opens Saturday at the Circle.

COL. CHAS. A. LINDBERGH'S OWN LIFE STORY

THE STORY SO FAR
Lindbergh completed his education at the University of Wisconsin where he became interested in aviation. Later he entered a flying school and flew with a barnstorming outfit as a wing walker and parachute jumper.

He bought a Jenny plane and flew through Texas and the South. Lindbergh became interested in government aviation and applied for enlistment as a cadet in the Brooks Air School. He took examinations in January, 1921, and entered the school in March. Before entering the school he went on a barnstorming and pleasure trip through the South with Lou Klink.

Lindbergh was just one of 101 cadets and was awarded the adventures and trials of the older cadets who were going to Kelly Field. But he quickly took up the disciplined life to learn the finer points of flying.

CHAPTER XV
ONE day during the beginning of our term at Kelly, some one decided that the cadets should stand reveille.

How it came about or who caused the decision was never known by the detachment, but there was a strong rumor circulated to the effect that our beloved Cadet Sergeant had not forgotten the episode of the polecats.

It was an unheard-of thing for the cadets of Kelly to stand formations. We had graduated from that when we left Brooks, and the thought of continuing in our advanced status was, we concluded, degenerating to the morale of the detachment.

Consequently, when our first sergeant himself delighted us with verbal visions of being tumbled out of bed at first call if we were not up at the blast of his whistle, we decided that if it were in the combined power of the detachment, the first call should not sound the next morning.

We could not disobey an order; Army training banishes even the remotest thought of that; but we might prevent that order from being given.

The cadet captain and first sergeant were assigned to a private room together. The rest of us were given cots in the barracks.

While supper was in progress that night the hands on the sergeant's alarm clock were so manipulated that the alarm would sound exactly one hour after the time set. At 2 o'clock the next morning a padlock was placed on the door outside of his door, and when first call blew a few hours later the cadet detachment slept soundly on.

From spot landings we passed hurdles. Hurdles require the ship to be brought down without assistance from the engine, and after just passing over a line stretched about eight feet above the ground, to be landed as close as possible to the hurdle. This gave us excellent practice for landing over a fence in a small field.

One of the traditions at Kelly was that anyone knocking down the hurdle must treat the rest to a case of refreshments.

It often happened that a pilot was so intent on getting over the hurdle string that he did not notice that his plane was in a stall, and about the time he was over the hurdle the bottom would fall out from under him and his plane would pancake into the ground.

Almost every class had one or two minor crack-ups as a result of stalling over the hurdle string.

The De Havillands were not considered safe for hard stunting and as a result we were only allowed to do wing-overs and split air turns. Diving in excess of one hundred and fifty miles per hour was also forbidden. Consequently only air allowing us to be thoroughly accustomed to the plane was included in the flying schedule before our formation training began.

The strange field landing training was one of the most interesting

parts of our schooling. An instructor would lead a number of planes and land in some field we had never seen before.

Then each cadet was required to land and take-off after the instructor. Some of the fields were small and full of obstructions. Yet we had comparatively few even minor crack-ups.

Later each cadet was given an opportunity to lead the rest and pick out a field for them to land in while the instructor trailed.

At Kelly we were given more and longer cross country trips than at Brooks. One of the most important parts of flying training is cross country experience. We made flights to Corpus Christi, Galveston, Laredo and a number of other places.

Each class spent about two weeks on a gunnery expedition at Ellington field between Houston and Galveston. Ellington field was one of the few double fields built during the war, but was later abandoned and, except for a National Guard squadron, was entirely deserted.

We set up our mess in the clubhouse and made the old building which had served as officers' quarters as comfortable as possible.

This was in winter and the weather was cold, even in Texas, unusual though it might have been. There were no stoves available, so we contrived all sorts of makeshifts to hold a little fire in.

If nothing better was obtainable, we shoveled several inches of earth on the floor and devised a hood of some kind leading through a few lengths of the pipe to the chimney. Of course, these fires could not be left unguarded, so it was necessary to put them out in the morning, to be relit at the close of operations for the day.

Our gunnery work was divided into three parts: ground targets, shadow targets and tow targets. The ground targets were large sheets of paper similar to those used on a rifle range and were set up at an angle on the ground. We shot at these with both the Browning and Lewis machine guns.

The Browning guns on a De Havilland were mounted rigidly in front of the pilot and were synchronized with the engine to shoot between the blades of the propeller. They were capable of firing up to twelve hundred rounds a minute, depending on the motor R.P.M. when they were fired.

Several of us would form a large circle with our planes, and starting our dive from about one thousand feet, would fire short bursts into the target on the ground.

After completing our bursts we would zoom back up into the circle while the next ship started its dive. Each plane had its individual target.

After emptying the Browning guns we gave our observers a chance with their Lewisies by circling low around the targets. On the next flight the pilot and observer traded places.

The Lewis gun in mounted on a turret on the rear cockpit. Two guns were usually used together and they could be pointed in any direction.

After a few days on ground targets we were sent out over Trinity Bay for shadow targets. One plane is flown fairly high over the water, while another flies at its shadow. The splashers from the bullets are easily seen and the accuracy of marksmanship very apparent.

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(To Be Continued Tomorrow.)

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CIVIC LEADER SEES NEED OF MORE POLICE

Indianapolis Force Small for City's Size, Says J. Ed Burk.

Moved by the disclosure that while police have increased detection of criminals in Indianapolis this year the activity of thieves has grown at a higher rate, J. Ed Burk, 2033 Hoyt Ave., south side civic leader, today urged civic and business clubs to start a movement for more policemen. Burk is a city manager worker in the election last spring.

Burk compared Indianapolis with other cities of its class to show that this place does not have as many policemen as needed.

"Indianapolis with a population of approximately 400,000 and growing in leaps and bounds and with a total of 352 district or beat patrolmen, divided into three shifts of eight hours per day, only leaves 117 patrolmen to cover an area of fifty-six square miles," said Burk.

"Statistics for 1927 show that the total strength of all ranks for the Indianapolis police department was but 539 men and thirty-five automobiles and fifteen motorcycles, while Cincinnati, Ohio, with a population of 425,000 had a total

strength of 767 men and 112 motor driven vehicles, also Columbus, Ohio, Buffalo, N. Y., Milwaukee, Minneapolis and other cities in comparison show an increase over Indianapolis in one way or another and particularly so, in regards to auto equipment and expenditures.

So, is this not a reason without any doubt that the addition of 150 more police as requested by the board of safety and Chief of Police Claude M. Worley is justifiable? It is high time that the citizens, as well as civic and business clubs awaken to these facts—call a meeting if necessary—and see to it that these conditions are remedied at once.

"We citizens also owe our unanimous support to Mayor L. Ert Slack."

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You can feel this take hold instantly, soothing and healing the membranes in all the air passages, promptly loosens a dry, tight cough, and soon you will notice the phlegm thin out and disappear. A day's use will usually break up an ordinary throat or chest cold, and it is also splendid for bronchitis, hoarseness, and bronchial asthma.

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