

men grabbed Edgar Burns, taxi driver, also waiting in front. They shoved him inside with Wolf.

The gang drove up in a large maroon sedan, either a Marmon or Lincoln, Burns said.

Arthur S. Lubell, club manager, was standing in the entrance lobby when four bandits, two with shotguns and two with revolvers, confronted him.

Lubell's wife and the club chef, Joe Quinzoni, were standing on a balcony and could see Lubell and the bandits.

Quinzoni reached for a telephone, but as he did so a bandit who had entered at the rear grabbed the phone and jerked the wires from the battery box.

Then Lubell and the others were ushered into the ballroom, where the majority of those in the club house had been dancing to the tunes of the Silver Dragon Orchestra since 7 p. m. This was about 10:45.

Bandits Halt Revel

The orchestra was playing when the four bandits who had entered from the front and others who had herded together ten waiters and kitchen employees entered.

"You 'em up or we'll blow your brains out," the leader, described by one woman as a "big, big, mean looking man," commanded. The others echoed the "hands up" order.

"Keep 'em up, this is no joke," the leader commanded.

A few minutes later, when a laughing group still refused to obey the order, the leader, one of the bandits fired several shots at the ceiling, evidently with blank cartridges, as no holes were found.

All the victims were herded to the west side of the room.

One by one the bandits asked the victims for their contributions, searched the men and put the loot into the three canvas bags.

Fail to Save Gems

Some of the dancers attempted to save their gems and wallets by stuffing them behind cushions on davenport and chairs and throwing them behind logs in the fireplace.

But after the entire group had been searched the robbers "cleaned-up" the hiding places, according to Lubell, they obtained more loot in the "clean-up" than from the victims' persons.

Eli Schloss, Schloss Brothers Investment Company, fled to the basement when the robbers entered and crawled out a window.

Alarm Given Policeman

He ran to Kessler Blvd. and tried to hail passing motorists. Some refused to stop, but he finally succeeded in telling Traffic Officer Irvin Baker, off duty and out for a ride with six children in the car, of the hold-up.

Baker drove to a house half-mile away, to call headquarters, but there was no phone there. He returned and followed the bandit car as it left to the Speedway Rd., where it turned to the city.

He did not shoot at the robbers for fear return shots would harm the children, but obtained the bandit machine license number.

Detectives are checking the number to determine if the license plates were counterfeit or the machine was stolen.

Sol Meyer, Meyer-Kiser Bank president, slipped down to the basement and started to climb out a window when he saw a guard patrolling that side of the building. He remained in the basement.

"We thought it at first a huge stunt. Until one of the bandits shot toward the ceiling we didn't realize the seriousness of their demands," Mrs. Nathan Kahn, 3523 N. Pennsylvania St., related.

She and her husband lost more than \$1,200, including watches, pearl necklaces and purse.

Mr. and Mrs. A. L. Block, 5779 N. Pennsylvania St., L. Strauss & Co., lost more than \$5,000 in valuables, covered by insurance.

Losses Diamond Ring

Ferd Meyer, his son, talked the bandits out of taking a valuable watch, but lost a diamond ring insured for \$600.

Mr. and Mrs. Bert S. Meyer lost jewelry valued at \$3,500.

Mrs. M. S. Block, 2040 N. Delaware St., lost two square-cut diamond rings and other jewelry of an estimated value of more than \$5,000.

Mr. and Mrs. Leo Traugott and Mr. and Mrs. Louis Traugott of the Traugott Bros. Fair Store, 311 W. Washington St., estimated their combined losses at close to \$12,000, covered partly by insurance.

Edward R. Green of the Peoples Outfitting Company, escaped with little loss. The bandits did not search him and take his wallet. They took some change and his keys, but returned the keys at his request.

Three people were in the cloak room at the time of the holdup, and by remaining there were undetected. Mr. and Mrs. Sam Solomon, 3018 N. Delaware St., and Mrs. Gus Falk, Pittsburgh, Pa., visiting the Samuel Muellers, 4002 Broadway, with her husband, were getting ready to leave the dance. They heard the shots about the time they were going to depart. When the commands became audible they stayed in the room.

The holdup was so perfectly staged it seemed it had been rehearsed several times, one of the victims said.

No unnecessary roughness was used, but throughout the gunmen swore and used obscene language.

After the ballroom group had been searched the gang chief called for Manager Lubell by name and demanded to be taken to the club safe. Lubell and President Rosenthal convinced them there was no safe so the bandits took six quarters from a cash register.



Left to right between planes: J. W. Dill, general agent of the American Railway Express Company; D. A. McConnell, representative of the Embry-Riddle Company, mail-express contractors; George H. McCarty, representative of the Curtiss Candy Company, makers of the Baby Ruth candy bars, and Warren Vine, pilot of the mail-express plane.

Candy made in Chicago early Wednesday morning was showered upon Indianapolis a few hours afterward by Capt. Dallas M. Speer and his Baby Ruth airplane.

This feat was made possible by the Embry-Riddle Company, operators of the Chicago-Cincinnati air mail express and the American Railway Express Company in operation with the Curtiss Candy Company, makers of the Baby Ruth candy bars.

George H. McCarty, representative of the latter concern, said: "The candy bars were manufactured in our main plant early yesterday morning and were rushed to the American Railway Express plane leaving Chicago at 7:45 a. m. Arriving at the Stout airport at 9:30, they immediately were transferred to the Baby Ruth plane, piloted by Captain Speer, and immediately dropped over the residential sections of the city to the expectant kiddies."

Captain Speer was brought to the city by the William H. Block Company through arrangements made with Otto Y. Schnering, president of the Curtiss Candy Company.

Several hundred persons were taken for passenger flights over the city and over the Speedway, Wednesday afternoon in planes quartered at the Indianapolis airport, where the first annual aeronautical exposition came to a close Wednesday night.

A large number of passengers were carried in the all-metal Stout Ford tri-motored plane, the Wamblow Ohanka, owned by the Earle Air Lines, Rapid City, S. D. The plane, which carries two pilots and fourteen passengers, will be here for several days. It was piloted by Clyde W. Ice, veteran flier.

A four-passenger Fairchild monoplane owned by the Embry-Riddle Company, Cincinnati, operators of the Cincinnati-Indianapolis air mail route, also carried many passengers. It was estimated that more than 2,000 persons visited the exposition the closing day and inspected the dozen or more ships, military and accessory exhibits.

A Stout Ford fifteen-passenger tri-motored plane owned by the Blue Eagle Air Lines, Inc., chartered by Chicago race fans; a two-passenger Stinson-Detroler monoplane, owned by the same company; a Martin Bomber, flown here by Maj. George Heffernan and three other officers from Chanute field, Rantoul, Ill., and many other ships piloted here by race fans, were among the ships at the airport during the day.

Stunt flying by Army and National Guard fliers was on the afternoon program.

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INDIANAPOLIS AIRPORT WEATHER

CONDITIONS AT 9:30 A. M.

(Compiled for The Times by Government Weather Observer J. H. Armstrong and Donald McConnell, Government aeronautical observer.)

South, 5 miles an hour; barometric pressure, 29.81 at sea level; temperature, 85; ceiling, unlimited; visibility, 4 miles; smoke, none.

Riverside Park, Wednesday afternoon, landing without injury although she came down in a tree near the park, breaking off a dead limb.

In addition to the parachute leap, the crowd witnessed a jump by Capt. James Doremus from an eighty-foot electric tower into a tiny net. Sunday, Claude Shafer, the "Patent Leather Kid," will attempt a five-parachute leap from a balloon.

Many of the 140,000 persons attending the Speedway races Wednesday made the trip to Indianapolis by airplane. Among those landing at the Indianapolis airport were Capt. Laughlin of Wright field, Dayton, flying a Curtiss O-2; Lieutenant and Mrs. Moffet, Dayton, flying a Lockheed monoplane on their way from Los Angeles back to Dayton; Duke Skoning, Chicago, flying a Gray Goose line Stinson monoplane with four passengers for the race; Pilot Abrams and two passengers in a Waco 13 from Owosso, Wis. Lete Brutus of the Advance Aircraft Company, Troy, Ohio, in a Waco 10; J. A. Bates, Chicago, Waco 10; Charles W. Towns and four passengers from Detroit in a Stinson biplane; Shirley J. Short, Chicago Daily News, who returned race pictures in a De Havilland; Capt. L. G. Mulger and fifteen passengers from Chicago in a tri-motored Stout Ford plane; Clyde W. Ice, Rapid City, S. D., in a Ford tri-motored plane, who will remain here some time carrying passengers; R. L. Duckworth, Louisville, Ky., in a Waco 10; Major Wassell and one passenger from St. Louis, in a Curtiss Falcon; Corporal Lewis, Chanute field, Rantoul, Ill., who stunted over the Indianapolis airport in a PW-9 army plane; Lloyd F. Layne, Mrs. Lane and Mrs. Snow Wilson, Memphis, Tenn., who left after the race for New York in a Laird biplane; Ed Ballough, Chicago, the first pilot leaving the city with race pictures, flying a Laird mail plane.

Interest at Lebanon

LEBANON, Ind., May 31.—The city council has taken favorable action on a proposal to make an aviation survey of Lebanon. The council has also under consideration a plan for marking a landing field in South Side Park.

Delivery by Plane

WABASH, Ind., May 31.—Forty minutes after Dean Wakefield had

telephoned an order to Ft. Wayne for electrical supplies, they were delivered here by air freight, the first shipment of the kind in Wabash's history.

Test New Plane Motor

By Times Special

KOKOMO, Ind., May 31.—Engineers and mechanics of the Superior Machine Tool Company have completed a block test of a new type airplane motor which they claim will mean a new chapter in aviation.

The motor is of six cylinders and has advantages of light weight and comparatively low cost. It weighs 220 pounds, 130 pounds lighter than the motor in Col. Charles A. Lindbergh's "Spirit of St. Louis" plane. O. L. Ham, superintendent of the Superior Company, declares the cheapest plane motor now costs \$1,600, while the new one will sell for less than \$800.

Endurance Plane Here

The Stinson-Detroler plane in which Eddie Stinson and George Haldeman broke the world's endurance record, was one of a number of planes which landed at the Indianapolis Motor Speedway infield Wednesday for the race. The ship was flown here by Stinson from Detroit.

Lindy in California.

By United Press

LONG BEACH, Cal., May 31.—Col. Charles A. Lindbergh, who eluded newspaper men all day yesterday, landed here early today.

Lindbergh took off from Wichita, Kan., yesterday on a survey for the Transcontinental Air Transport Company. When night came he could not be found.

An airplane was heard droning over Los Angeles at 2 a. m., and shortly thereafter Lindbergh landed here.

Air-Bus Line Planned

By United Press

KANSAS CITY, Mo., May 31.—Plans for a transcontinental air and bus line were announced here today, following the merger of the Nn-Sun and Paradox Bus Companies.

The line would be similar to the recently organized transcontinental air transport air rail system.

The announcement was made jointly by Walter A. Nisum, president of the Nn-Sun line, and Frank W. Swerer, vice president and general manager of the Paradox line.

The Nn-Sun route operates between Kansas City and Detroit, and the Paradox between Kansas City and Salt Lake City.

Bus service to Los Angeles and New York will be provided within ten days by the combined companies, it was announced, and the air service is to be initiated as soon as equipment can be obtained.

SIZE OF RACING CARS FOR 1929 IS UNDECIDED

Failure to Cut Pistons Will Break Every Three-Year Precedent.

Whether the 1929 motor specifications for entrants in the 500-mile race will contain a further reduction of piston displacement depends entirely upon whether it is decided that the motor industry is thus best served, Capt. Eddie Rickenbacker, Indianapolis Motor Speedway president, stated today.

Every third year a change has been made in the motor specifications, and each time the piston displacement has been reduced. The present size of 91½ cubic inches, used in the cars racing Wednesday, has been in force since 1926.

Should precedent be followed, new specifications, with even smaller piston displacement, will be the rule. At the first race in 1911 the piston displacement was 600; 1913, 450; 1915, 300; 1920, 183; 1922, 122.

"This is the year when a change is expected," the Speedway president said, "but I am confident that if a change is made, it will be made as a matter of service to transportation rather than as following a precedent."

Eddie Edensburn, representative of the contest board of the A. A. A., also indicated that the public interest would be served in determining for or against a change in motors next year.

While the A. A. A. will hand down the actual decision, such a decision will be withheld until race drivers automotive engineers, speedway officials and others interested have expressed their views to the contest board.

ASK FOR \$1,300,000

Ordinances Include Loans, Wells, Paving.

Marion County councilmen will pass on \$1,300,000 worth of county bonds in a special meeting Friday.

Included are ordinances requesting pavement of the Holt Rd., E. Tenth St., High School Rd. and College Ave., to cost \$579,200.

Several thousand dollars will be asked to put in a new well and equipment at Sunnyside Sanatorium. This has been in demand for some time since the present wells have not provided sufficient supply.

The county's contribution of \$150,000 for track elevation on the Belt railroad also will be before the council. Temporary loans of \$350,000 to pay current county expenses and another of \$80,000 to pay off bonded indebtedness also will be up for passage.

PAPERHANGER SOUGHT

Relatives Seek Man Missing Since Monday.

Relatives of G. Richard Larr, 56, of 3133 College Ave., today appealed to The Times to aid in locating him. He has been missing since Monday.

Larr is a paperhanger and lived with a sister, Mrs. S. C. Hoyt. When last seen he was dressed in a dark gray suit, brown shoes, blue-gray felt hat, tan cravat and a light shirt with soft collar. He is five feet 8 inches tall, weighs 119 pounds, has brown hair streaked with gray and gray mustache, blue eyes, prominent nose and chin.

Store Open Saturday Night Till 9

KIDNAPING SLAYER PLEADS NOT GUILTY



Here is Dorothy Szelagowski, 7, of Toledo, Ohio, who was dragged from her bed by a nocturnal intruder, kidnaped, murdered and her body thrown on her grandfather's porch. The girl was choked to death with a pair of bloomers which the slayer removed from her body and knotted around her neck.

Toledo Chauffeur Expected to Use Insanity Plea for Defense.

By United Press

TOLEDO, Ohio, May 31.—Charles Hoppe, the young chauffeur who kidnaped the murdered 7-year-old Dorothy Szelagowski, pleaded not guilty today when arraigned in police court on a first degree murder charge.

Hoppe entered a not guilty plea, despite a signed confession in which he told how he snatched the child from her bed, beat her with his fists, bit her, strangled her to death with her own undergarments, then dumped the lifeless body on the porch of a relative's house.

He will plead insanity, it was said. The arrangements were simple and swift. Hundreds of curious had gathered in the courtroom and police, who mingled with the crowd, were expecting violence.

Hoppe, nervous and pale, stood with his eyes half-closed, his hands folded as though he was praying.

He clung to Detective John Hoppe like a child as he was brought into the courtroom. He entered his plea with eyes downcast.

The former chauffeur was held to the grand jury without bail. Since the grand jury is not in session, Prosecutor Roy Hunt was expected to impanel a special jury.

Hoppe was quickly returned to his cell after his plea. His trial will be rushed.

Hoppe's crime goes down as one of the most revolting in criminal history.

Dorothy was sleeping with her two sisters, Stella and Leona at dawn Tuesday, when a "little man in black" stole into her room.

The child was snatched, screaming, from her bed and taken to a car which had been parked in front of the house. The assault and attack which ended in her death followed.

Hoppe said he went to the Szelagowski home for liquor. He was drunk at the time, he said. His undoing was a tooth.

Teeth marks were found on Dorothy's body. Every one who may have had any connection with the killing was examined, and with the exception of Hoppe, were eliminated.

One of Hoppe's bicuspid was missing. A mould of his teeth compared identically with the teeth marks and Hoppe was confronted with the evidence.

His confession followed.

GOFF IN LEAD OVER HOOVER; SMITH AHEAD

West Virginia Returns Give Native Son Edge Over Secretary.

By United Press

CHARLESTON, W. Va., May 31.—The contest for the indorsement as Democratic and Republican presidential candidates in the West Virginia primaries, continued close today with Senator Guy D. Goff and Governor Alfred E. Smith having slight leads.

More than half the votes had been tabulated this morning and showed Goff leading Herbert Hoover by about 7,000 votes for the Republican indorsement, and Smith leading Senator James A. Reed by a little more than 5,000 votes.

The figures: Republican—1,691 precincts out of 2,306; Goff, 95,817; Hoover, 88,973.

Democratic—1,687 precincts; Smith, 50,674; Reed, 48,213.

The Republican lead has been saved from the start and it was not until Wednesday that Goff began taking a definite position in the lead. Each additional return has given the native candidate son a slight advantage, but there have been no big returns for either Goff or Hoover.

Hoover Foes Pleased

WASHINGTON, May 31.—Supporters of the "stop Hoover" movement found solace today in the Secretary of Commerce's apparent defeat in West Virginia.

Friends of the Secretary insisted, however, as they did after his defeat by Senator Watson in Indiana, that he had shown himself a good vote-getter in the stronghold of a favorite son candidate.

The stop-Hooverites contended the West Virginia result would have a psychological effect at the June 12 convention in Kansas City, and would give his opponents an argument that Hoover is not a "sure winner."

Smith men said the West Virginia Democratic outcome strengthened their view that the New York Governor is sure of the Houston nomination. On the other hand, F. Scott McBride of the Anti-Saloon League—which keeps close check on political currents—claimed here, upon returning from a midwestern trip, that the "Smith boom is slipping."



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WEST INDIANAPOLIS BRANCH 1233 Oliver Avenue	BROAD RIFLE STATE BANK 6235 Bellefontaine Street
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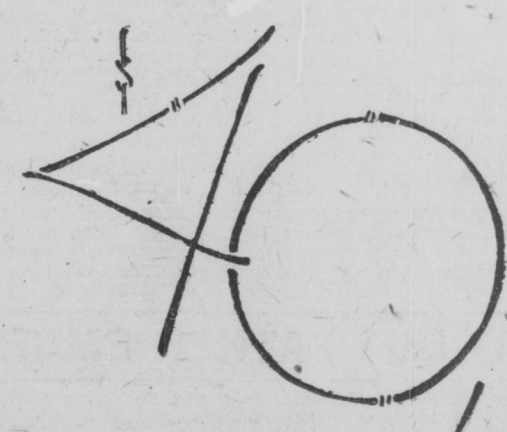
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