

LURE OF TROUT DRAWS COOLIDGE TO WISCONSIN WOODS

GOOD FISHING SWAYS CHOICE FOR VACATION

Cedar Island Lodge Typical Movie Millionaire Hunting Home.

ALL LUXURIES PROVIDED

1,000-Acre Estate Lies in Midst of Pine Hills and Lakes.

BY ROBERT MOOREFIELD

WASHINGTON, June 1.—The call of the fisherman's hook and line will take President Coolidge to the northwestern tip of Wisconsin for his summer vacation.

The summer White House will be established on the island estate of the late Henry Clay Pierce in the Brule River, about six miles from Brule, Wis., a characteristic middle-western hamlet of meager population.

While the Brule itself is not more than a narrow stream, it abounds in rainbow trout, and enthusiastic reports of the piscatorial excellence of the general Wisconsin lake region were deciding factors in Coolidge's selection of the vacation site.

Insists on Fishing
According to reports that were carefully reviewed by the President, streams swarm with both rainbow and stream trout, while the several nearby lakes offer pickerel, bass and northern pike.

The President has an acute penchant for trout fishing, and one of the conditions of his summer home was that its nearby streams be heavily stocked.

The summer White House itself will be "Cedar Island Lodge," a commodious bungalow of the type seen in motion pictures depicting the elegantly appointed hunting home of a millionaire sportsman.

All Comforts of Home

It is situated on a one-acre island. It has eight master bedrooms and four tiled baths, a library, a spacious living room, and a den. It is built of white birch logs. The picturesque white bark has not been removed from the timber. The dining salon and culinary facilities are on the mainland, immediately across from the lodge proper and separated from the island by short rustic foot bridges.

The Pierce estate, now managed by heirs of Henry Clay Pierce, comprises in all about 1,000 acres, including a deer park. Buildings are equipped with electric light and power, telephone service, heating plants, and other facilities that customarily go with modern city homes. A private train station, "Winnebago," is about a mile from the lodge.

One of the largest lakes near "Cedar Island Lodge" is Lake Nebagamon. At the town of Nebagamon is the church at which the President and Mrs. Coolidge probably will worship.

Nights Are Cool
While the elevation of 1,000 feet above sea level is not so much as the President would like, this discrepancy was minimized in the consideration of favorable climatic conditions and the natural beauty of the region. The summer nights are cool, often cool enough for blankets and a chimney fire. The region is heavily wooded with birch and pine trees.

Because of the limited accommodations, the United States Army will provide and erect tent houses for members of the secret service. The only quarters available besides those for the executive party will be fifteen servants and two chauffeurs.

SOUTH SIDERS PROTEST ELEVATION WORK DELAY

Committee Named to Study Flood Prevention Proposal.

Delay of the track elevation program for the South Side was scored by the Garfield and Surrounding Civic League Thursday night at Garfield shelter house.

A committee representing associated leagues on the South Side was asked to investigate the delay and urged the project be pushed. Study of the track elevation program and the flood prevention work was asked of the committee before the June 28 meeting.

It was decided that a petition for the "skip-stop" plan on Shelby St. will be circulated in the neighborhood. The alternating stop plan is designed to speed up traffic.

ROGERS NAMES EMISON

Ewing Emison of Vincennes, Second District Republican chairman, has been appointed by Eliza Rogers, Republican state chairman, to succeed Joseph B. Keating, deceased, as Republican national committeeman from Indiana until a successor is elected by Indiana delegates to the national convention at Kansas City June 12. Dorothy Cunningham, vice national committee member from Indiana, has been serving since Mr. Keating's death.

Rogers also announced that Mrs. Mark Nebeker of Clinton, wife of the Fifth District Republican chairman, and an alternate to the national convention from the Fifth district, will be hostess at the convention.

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Aviation

INDIANAPOLIS AIRPORT WEATHER

Conditions at 9:30 A. M.
(Compiled for The Times by Government Weather Observer J. H. Armstrong and Donald McConnell, Government Weather Observer.)

Southwest wind, 4 miles an hour; barometric pressure, 29.83 at sea level; temperature, 67; ceiling, 4,000 feet; visibility, 10 miles.

An aviation instruction school known throughout the country, located at the Hoosier airport, Kessler Blvd. and Lafayette pike, is helping to make Indianapolis "air wise."

The Hoosier airport's slogan is: "Indianapolis—Where America's Air Lines Cross," and it is helping to provide the air cross-roads city with competent aviators.

More than two dozen business men and aviation enthusiasts of Indianapolis and from other states are enrolled in the school, which is operated by Harold C. Brooks and Bob Shank, owners of the airport. Both Brooks and Shank are experienced aviators, having started flying before the war. They taught Army aviators during the war as civilian instructors, and have flown ever since. Capt. E. W. Sweeney is the school instructor.

Must Pass Test

Before enrolling for a course, each student pilot must pass a stringent physical examination by Dr. Wilbur F. Smith, 819½ College Ave., district examiner for the Department of Commerce.

A flying course at the Hoosier requires from three to five weeks, with lessons five times a week, to turn out a pilot to whom the school will entrust one of its own planes for his solo flight.

The first day the student takes the stick for straight flying. Next he practices landing for a week or two and later is taught how to keep out of dangerous positions. Landing is usually the hardest thing to learn and taking off the easiest.

One of the students is Joe Rand Beckett, Republican nominee for joint State Representative from Marion and Johnson Counties.

Many Students Enrolled

Among students who have been graduated are Elton E. Jones and Henry Ramsire, New Albany, who plan to operate an airport there; Floyd Bowman, Cleveland; Dorsey D. King of the Indianapolis Water Company; J. E. Baxter, president of the Baxter Hupmobile Company, Indianapolis; Frank Livezey, Barabour Creek, Va.; J. Everett Jarrett, Indianapolis, State oil inspector, and Kermit Micklethwaite, Portsmouth, Ohio.

Student pilots who have not yet taken their solo flights include W. M. Boyd, of the John A. Boyd Buick Company; Jack Berry, of the Link Belt Company; John A. Henry, insurance salesman; Robert Evans, of the Evans Milling Company; Floyd Bowman, Cleveland, Ohio; Clarence Dowden, Homer Nasers, and Ben Wheldon, Indianapolis; Donald Morris, Fletcher Savings & Trust Co.; Ed Mouch, Newcastle, Inc.; Joe J. Shumate, Indianapolis; John P. Halley, Irontown, Ohio; Floyd Snyder, assistant sales manager, Chevrolet, factory branch; Louis Switzer, connected with a local engineering company; J. B. Haywood, Tennessee; Robert Kellum, Indianapolis newspaper man; Harry G. Grinnwald, Big Four Railroad Company, and others.

City Lacks Air Markings

Indianapolis, with three airports where dozens of planes land and depart daily, is woefully lacking in air markings, according to visiting fliers here for the aeronautical exposition and the races.

Many race fans who flew here said they had great difficulty in finding landing fields, being forced to circle about over the city, some as long as an hour, to find the fields.

Only two or three buildings in the entire city have air markings. Capt. George Haldeman, who with Ruth Elder attempted a trans-Atlantic flight, mentioned the lack of markings while here for the exposition and the races.

The Chamber of Commerce aviation committee is expected to start a campaign within a few days to obtain marking of various buildings.

Iowan Among Visitors

Among planes visiting the Hoosier Airport, Kessler Blvd. and Lafayette pike, Wednesday and Thursday, some of which were here for the race, were R. E. Young and four passengers from Ypsilanti, Mich., flying a Ryan cabin monoplane; J. Wickham of Council Bluffs, Iowa, and George Schill of Pittsburgh, flying a Gray Goose Lines Laird monoplane from Chicago; John Rodell, Chicago, Travel Air plane; R. E. Coulter, flying a Chicago Tribune plane, and a ship with five officials of the Hamilton All Metal Plane Company.

MacFadden on Visit

Bernard MacFadden, MacFadden Publications, New York, conferred with N. H. Gilman, of the Allison Engineering Company, Thursday in regard to placing a contract for a small airplane motor. Mr. and Mrs. MacFadden arrived here Wednesday to attend the race.

Lindy Flies Over City

Col. Charles A. Lindbergh paid Indianapolis an unannounced and unnoticed air visit Tuesday, it was learned today.

Tuesday afternoon Capt. John Paul Riddle, secretary; Charles E. Planck, sales manager, and Donald A. McConnell, local representative of the Embury-Riddle Company, Cincinnati, were flying over the Indianapolis Speedway in a Fairchild monoplane.

McConnell noticed a Ryan biplane flying above them, bearing Lindbergh's wing marking, NX-4211. Riddle, who was piloting the Fairchild, immediately climbed and

accompanied Lindbergh's Ryan

westward for about ten miles. Lindbergh was flying from Dayton to St. Louis on his way west.

Flier, Bride Visit City

Okey Bevens, former air mail pilot, and his "flying" bride of a week, formerly Miss Martha Croninger, Ft. Thomas, Ky., visited the Hoosier airport Thursday, borrowed a Travel airplane from Harold C. Brooks and took a joy hop.

Until two or three weeks ago Bevens was one of the Embury-Riddle Company pilots on the Cincinnati-Indianapolis-Chicago air mail route. Too many forced landings, including several minor crashes, resulted in his deciding to quit his position for a while. Several days ago he and Miss Croninger were married.

The bride is a recent graduate of the Embury-Riddle aviation school at Cincinnati, where she was one of the star pupils. Now she is taking an advanced course.

Plans Pacific Flight

An opportunity to bring fame to Indianapolis is offered by Eddie Jones, 122 E. Vermont St., who claims the title, "The Flying Bricklayer," and has a hankering to fly the Pacific.

Jones, a veteran of the Thirty-First Infantry, Second Division, was wounded in Russia while in service. While convalescing from his injuries in California, he studied aviation with the Pacific Auto and Engineering School.

While he is not busy laying bricks, Jones is studying aviation and dreaming of the glory awaiting him in case he can obtain sufficient financial backing and makes a successful trans-Pacific flight.

Jones is convinced that the only kind of plane to use for the trip is a tri-motored plane because of the possibility of the one and only mo-

tor in a single-motored plane dying

in mid-ocean.

Ends Air Tour to Coast

Arthur M. Hood, 3119 N. Meridian St., returned here Thursday after a six-day trip to the Pacific Coast by plane. Hood left Indianapolis 5:30 p. m. Friday, by the mail plane to Chicago. He took a mail plane out of Chicago, stopping at North Platte, Neb., Omaha and Cheyenne, Wyo., where he changed planes; then on to Salt Lake City via Rock Springs, Wyo. He arrived at Salt Lake, Saturday morning at 10:30.

After attending a business conference, Hood took a train for Los Angeles, Saturday afternoon, arriving in the coast city Sunday afternoon. Monday he took a trip down to San Diego in one of the big twelve passenger planes in regular passenger service, and returned to Los Angeles the same way.

After concluding his business in Los Angeles, Hood caught an east-bound plane Wednesday morning at 10:30, and arrived in Indianapolis, flying back over the same route he used going West, at 10:30 a. m. Thursday—exactly twenty-four hours later.

"The planes are quite comfortable and very safe and steady," Hood said. "The ones from here to Chicago and Chicago to Salt Lake had cabins and easy chairs for the passengers. The one I flew from Los Angeles to Salt Lake City was the only open ship I rode in."

"But the thing that particularly impressed me was the fact that the whole trip from Los Angeles to Indianapolis, took less time than the comparatively short train ride from Salt Lake City to Los Angeles. I found it a very good way to travel."

Takes Many Into Sky

The huge Stout Ford tri-motored fourteen passenger plane brought here from Detroit Tuesday by

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Clyde W. Ice, chief pilot of the Rapid Air Lines, Inc., Rapid City, S. D., which has been carrying passengers at the Indianapolis airport, probably will be moved to the Hoosier airport within the next day or two, it was announced today.

While at the Indianapolis airport, the giant ship has carried several hundred passengers for pleasure jaunts over the city. The monoplane, fireproof because of its all-metal construction, has three motors, two of which will keep it aloft.

Members of the crew, in addition to Ice, are J. C. Welling, mechanic; John Moody, business manager, and Willard Holway, assistant mechanic.

EDUCATORS TO MEET

County Superintendents to Discuss Problems Here Tuesday.

Education problems of the State will be discussed at the annual meeting of county superintendents at the Statehouse Tuesday.

The State department of education officials, headed by Roy P. Wisheart, State superintendent, are on the program with Prof. W. W. Charney, University of Chicago; K. W. Hemmer, president of the association; W. O. Shanlaub, vice president, and Jessie H. Eiel, secretary.

A bittern is a bird of the heron kind.

UTILITIES DRIVE IN SCHOOLS OF WEST IS BARED

Company Executives Serve as 'Faculty Members' to Push Propaganda.

BY DEXTER M. KEEZER

WASHINGTON, June 1.—Twenty-four public utility company executives "served as members of the University of Colorado faculty" in preparing an extensive correspondence course on "public utility economics."

The private power interests in Colorado, Wyoming and New Mexico had a fellowship established at the university through which studies dictated by these interests and largely financed by them were made. These are parts of the program of education conducted by the Rocky Mountain utility interests, pictured in testimony before the Federal trade commission by George V. Lewis, director on the Colorado committee on public utility information.

Other educational activities, ac-

ording to Lewis' testimony, have included a survey of textbooks used in Colorado high schools, to disclose whether they contain anything "unfair" to the utility interests, an annual theater party for the Colorado editors in convention, payment of expenses of college professors to conventions of utility groups, circulation of a monthly bulletin, and the conduct of a school to train public utility employees as orators on public utility questions.

In preparing a correspondence course on public utilities, the University of Colorado utilized the services of utility executives, and Hubert P. Wolfe, university fellow, whose "intellectual leanings" were "carefully scrutinized" by Lewis' committee before his appointment, also aided. This was shown by correspondence from Lewis' file.

Wolfe, according to Lewis, receives a salary of \$100 a month from the university and \$125 from the public utilities, and conducts studies suggested by the utilities.

QUEEN MARIE NOT ILL

Newspaper Reports Are "News" to Her, Says Ex-Ruler.

By United Press.

BUCHAREST, Rumania, June 1.—Apparently unaware of a serious illness some foreign newspapers reported she was suffering, Queen Marie was in excellent health today. She attended a festival at the Rumanian academy Thursday.

PLAN TOUR OF ROAD PROJECT

Boulevard Extension Delayed, Pending Survey.

Park board members and Mayor L. Bert Slack will tour the proposed route for the extension of Fall Creek Blvd., from Allisonville Rd. to Millersville Thursday morning.

The board adopted a plat of the ground to be acquired in the development program Thursday, announcing that the board would not commit itself on the project until further study has been made.

Park Engineer J. E. Perry submitted a plat giving the route proposed by Landscape Architect A. W. Bratton. Bratton has made negotiations with property owners whereby the city will be donated a strip from 200 to 650 feet on the north bank for park and boulevard purposes.

The plan provides that "feds" revert back to the original owners if a boulevard is not constructed before July 1, 1935.

Mayor Slack advised that the board delay action on the project until the board viewed the ground.

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