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INDIANAPOLIS, FRIDAY, JULY 20, 1928

Full Leased Wire Service of  
the United Press Association**Old Pals  
Return in  
New Tale****OIL DRILLING  
ACTIVITY LEADS  
STATE SURVEY**Leases Cover 6,000 to  
8,000 Acres in Mar-  
shall County.**PLYMOUTH PLANTS BUSY  
Coal Mine Near Terre Haute  
Reopens With Force  
of 450.**BY CHARLES C. STONE  
State Editor, The Times

Oil drilling activity in Marshall County and the excellent business outlook in Plymouth, the county seat, are features of a business and industrial survey of Indiana for the week ended today.

Between 6,000 and 8,000 acres of land have been leased in the county by the Arco Oil and Gas Company, Cleveland, Ohio, and machinery is being moved to near Knox to start drilling. West of Gentryville, Spencer County, in southern Indiana, a well of fifty to seventy-five barrels capacity has been brought in.

A survey in Plymouth shows prospects for the best year in the history of the Edgerton Manufacturing Company, Plymouth Body Works being operated at full capacity, overtime work by the Plymouth Metal Working Company, with excellent business reported by the Argon Foundry, MacGregor-Darling Nickelplating Works, Clizbe Bros., Plymouth Canning Company, Lee Trailer Company, Plymouth Manufacturing Company, Swivel Joint and Shaft Company, Plymouth Battery Company, and Schlosser Brothers Creamery.

**Plant Proposes Expansion**

The Plymouth Chamber of Commerce has undertaken sale of \$30,000 of Plymouth Body Company preferred stock to enable it to expand factory space and employ more men.

In the coal mining industry there has been resumption of operations by the Wabash mine, near Terre Haute, owned by the Coal Bluff Mining Company and employing 450 men. Preparations are being made to open the Sugar Valley mine of the S. and E. Coal Company, also near Terre Haute, which employs 100 men when running at capacity.

Conditions elsewhere in the State are as follows:

An industrial tract near Gary was sold Thursday to the Inland Steel Company for \$543,000 by Princeton and Harvard universities and the Massachusetts Institute of Technology, the land having been left to the institutions by the late Henry C. Frick, steel magnate. The area of the tract is 128 acres, and adjoins the \$2,000,000 Indiana Harbor plant of the Youngstown Sheet and Tube Company.

BLOOMINGTON — Representatives of Showers Bros. Furniture Company and the Nurro Company, mirror manufacturer, leading industries here, have returned from the American Furniture Mart held at Chicago, with predictions the two companies will transact a large volume of business. Nurro Company sales during the mart passed all records for the last sixteen years. The Sare-Hoadley quarry is being run on a twenty-four a day basis, with flood lights for night operation.

BEDFORD — This city, best known as the seat of the Indiana building stone industry, also produces thirty other manufactured articles, it was revealed by the Chamber of Commerce during "Made in Bedford Week."

GREENSBURG — Thirty-two machines will be added to equipment of the Cyclone Fence Company and the work force increased, Supt. J. W. Bruce announces.

MARION — Night shifts are working at the plants of the Marion Machine, Foundry and Supply Company, and the Marion Insulated Wire Company.

PERU — Forty-two of the 450 men made idle when the force of the Chesapeake and Ohio railroad shops were reduced in the spring have been recalled.

ANDERSON — A record number of employees, 8,570 are now on pay rolls of the Delco-Remy plants.

**Industries to be Enlarged**

ALEXANDRIA — Aladdin industries is preparing to put into effect an expansion program which includes erection of several steel and concrete buildings.

SUMMITVILLE — Four carloads of machinery have arrived for installation in the Kraft cheese plant.

LA PORTE — The Bastian-Morley Company, hot-water bottle manufacturers, announce plans for erecting a plant addition to cost \$100,000.

SOUTH BEND — Earnings of the Bendix Brake Company, manufacturing brakes for several automobile makers, for the first five months of 1928 were nearly twice those of the entire year of 1927. Last year earnings were \$674,459, while for the five months' period they exceeded \$1,000,000.

**KILL'S 2 GUARDS, SELF  
IN JAIL BREAK TRY**Probe Begun in Riot at Bronx  
County Prison.

By United Press

NEW YORK, July 20.—An official inquiry started today into the riot that broke out Thursday night in the Bronx County jail when John McCabe, a thrice-convicted prisoner, released a number of prisoners and a jail break attempt.

McCabe killed two guards but police reserves arrived, prevented escape of any of the prisoners and McCabe killed himself. The guards killed were Morris Broderson and Daniel Horgan.

The prisoners had two revolvers, it was learned today. It was believed that McCabe had been contemplating the escape for some time as he had asked Dist. Atty. John E. McGeehan for a conference. This was refused.

**NAB TWO, HOLD COUPE**

Police Arrest Youths for Failure to Show Proper Title to Car.

A Chevrolet coupe is being held by the police and two youths in the car were arrested Thursday night by Sgt. Dan Cummings and a squad of night riders. Howard Eppes, 20, of 1924 Dexter Ave., was charged with failing to display a certificate of title, having no tail light and vagrancy. Leroy Corey, 20, of 2322 N. Illinois St., Apt. 1, was held on a vagrancy charge. The car is said to be the property of Mrs. R. P. Schultz of Greensburg. The Chevrolet had a license issued for use on a Ford sedan.

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**BY ROBERT BEARD**

CHOSES may be all right in the hill country, but the Indianapolis board of school commissioners will spend more than \$5,000 to subdue them in the new Shortridge High School auditorium and library.

"Acoustical panels" are the nemesis of the future echo. As "Tanglefoot" is to the fly, so is the acoustical panel to the echo.

**This Maddening Heat! Men Row Over Chicken Salad**BY JOE McMULLEN  
United Press Staff Correspondent

KANSAS CITY, July 20.—Chicken salad now enters as a piece of resistance of a most embittered argument between chefs and city authorities here.

Last Tuesday chicken salad was served to employees at General Hospital, it wasn't long before the workers in the establishment had become patients—325 of them. Acute indigestion resulted from the meat, and, according to hospital officials, from the salad.

Dr. Ernest W. Vavaneen, director of health, announced he would start an investigation, but later said an investigation was useless and that it was evident that the salad was at fault.

"Chicken salad," said the doctor, "is not healthful in warm weather. It is an unwise combination of mixed meats, seasoned with vinegar and pickles."

The doctor started something.

Chefs came to the rescue of the salad. They maintained the doctor might know his health but he didn't know his salad.

Their protest was voiced by Wesley Suttles, chef at the Kansas City Club, who declared:

"I've been serving chicken salad for fourteen summers and I never yet have seen any one made ill by it. If you have good, clean, fresh meat, there is nothing wrong with making chicken salad of it. If the meat is not fresh, most every persons who eats it will become ill."

"More chicken salad is consumed in summer than in winter because it is a favorite and delectable dish for hot days."

C. C. Murphy, commissioner of inspection and sanitation here, agrees with the chef. He held that proper refrigeration was the thing.

Then Dr. Harvey Jennett, night superintendent at the hospital, joined those opposed to the salad. He says it should be eaten long about ice-skating time.

The battle is being waged through the newspapers, who have taken the subject as the day's best warm weather feature.

Whoever may win the argument, there are 325 persons at General Hospital who are not eating chicken salad.

**ENGINES BUILT  
HERE MAY RUN  
GIANT OF AIR**German Contractors Dicker  
With Allison Company  
for Equipment.**CRAFT TO CROSS OCEAN**Colossus of Sky to Have  
Wings 300 Feet Wide,  
Double Fuselage.

Contract for building ten 1,500-horsepower engines for a huge trans-Atlantic passenger airplane under construction in Germany may be obtained by the Allison Engineering Company, Indianapolis.

The Allison company just has shipped a 1,500-horsepower, 24-cylinder air-cooled engine, of a type similar to those used at army air service experimental station at Willsburg Wright field, Dayton, O. Lindbergh's trans-Atlantic motor had 220 horsepower. It was Wright Whirlwind J-5.

After block tests, this engine, the largest ever built for aircraft, will be installed in an army bomber plane, originally designed for three smaller engines.

**Known as Allison X-4520**

The engine, designed and built entirely in the Allison shops, Speedway City, is known as the Allison X-4520, the figure 4520 representing the cubic inch piston displacement.

It is of the perfect X type, having four rows of six cylinders each, the rows extending on four sides from a central crankshaft, giving the appearance of a large X when viewed from the end.

The engine weighs only 2,800 pounds, less than two pounds a horsepower unit. It has double ignition, the twenty-four cylinders requiring forty-eight spark plugs. The length of its crankshaft is six feet. With wide open throttle, it will consume 125 gallons of gasoline an hour.

The engine was ordered by the Government to determine if one large engine in a plane is more efficient than three smaller motors for bombing and similar type planes.

**Safety Is Lesser Factor**

In bombing planes, it was explained by N. H. Gilman, general manager and chief engineer of the Allison plant, the object is for the plane to travel the farthest with the heaviest load.

The safety factor does not enter into this type of aircraft performance as much as in passenger planes.

A feature of the engine of interest to radio fans is that all ignition wires and coils are shielded to prevent interference with radio reception.

Wires and coils, which set up interference by sending out small spark waves, are covered with metal, which is grounded.

The German company building the huge trans-Atlantic passenger plane is interested greatly in the new Allison engine and has been in close touch with Gilman for several months. The ten engines on the German plane, however, if the order is landed by the local firm, will be water-cooled.

**Wings 300 Feet Wide**

The plane, which is expected to be ready for service probably early next spring, will have wings 300 feet wide and eight feet deep, with a length of 132 feet.

Passengers, crew, and engines will be located in the commodious wings of the monoplane. Across the entire front of the wings will be a companionway with a glass front in the wing. Aside from permitting clear vision and light, the glass front will prevent ice and sleet from collecting and weighing down the plane.

Back of the companionway will be the cabin sections. Farther back will be an air-tight compartment, to prevent sinking in case the pontoons fall.

At the rear of the wings will be the ten 1,500-horsepower engines, propellers extending from the rear and pushing the plane, instead of pulling it from the front, as in most land planes.

**Six Pontoons Used**

Six pontoons, sixty feet long and eighteen feet wide, will keep the ship afloat on the water. In the pontoons will be oil and gasoline, food, mail, express, freight and other supplies.

Connecting the wings and pontoons will be six large struts, or wells, hollow to permit access to the supplies in the pontoons.

The plane will have a double fuselage. In the ordinary airplane the fuselage contains the pilot, fuel, freight and engine.

One fuselage, fifteen feet wide and 132 feet long, will be the dining hall. The other will serve as a recreation room for dancing and other entertainment.

**Total Lift 128 Tons**

Total lift of the plane is 128 tons. Empty, it weighs about sixty tons. With ten 1,500-horsepower engines it will have a cruising speed, across the Atlantic, of 160 miles an hour. Originally it was built for ten 850-horsepower engines, to attain a speed of 130 miles an hour.

Another German company is planning an even larger ocean plane, with a wing span of 460 feet, to carry probably 300 passengers. German companies are understood secretly to be designing airplane engines as large as 3,000 horsepower.

Tot Hunts Cats, Kills Brother  
ANNAPOULIS, Md., July 20.—Mary Jones, 6, tried to help her mother shoot stray cats that had been eating chickens. She shot and killed her brother, Albert, 5.**Honor Banker  
LOEWENSTEIN'S  
KIN IDENTIFIES  
BANKER'S BODY**Two Brothers-in-Law View  
Corpse Found Floating  
in Channel.

By United Press

CALAIS, France, July 20.—Two brothers-in-law of Capt. Alfred Loewenstein today identified the body of a man, found floating in the English channel, as that of the Belgian finnacier.

They had come here from Brussels and looked first at the dead man's teeth and then at a wrist watch—upon which were the initials "A. L."—and said there was no question that the body was that of Loewenstein.

The financier's widow was prostrated and unable to come to Calais as she had planned to do. The body may be transported immediately to Brussels.

The two brothers-in-law of the financier visited the crew of the fishing steamer that found the body and assured them they intended to reward the crew.

**Police Puzzled**

By United Press

PARIS, July 20.—Mystery as to the death of Capt. Alfred Loewenstein continued today although a nude body, believed without a doubt to be that of the Belgian financier, has been found in the English channel and now is in a morgue at Calais.

The body was found Thursday by a fishing vessel about ten miles north of Cape Cris-Nez.

The body was made save for a pair of silk hose and a gold wrist watch. On the wrist watch were the initials "A. L." and this was the first indication that it might be the Belgian financier who was reported to be missing after he had started from London, in his airplane for Belgium.

Police at Calais compared the corpse with photographs and measurements and said there was not the slightest question but that Loewenstein's body had been found.

Authorities, however, were greatly puzzled at finding no clothing.

There was one opinion that Loewenstein may have fallen from the airplane—having mistaken an outer cabin door for a door that led to the plane's retiring room—and had been alive when he struck the water.

They pointed out the financier may have torn off his clothing in an attempt to keep floating.

**WINS ALIMONY FIGHT****Mrs. Joseph O'Connor Gets  
Supreme Court Verdict.**

Mrs. Joseph S. O'Connor has won a two-year fight for support money from her husband Joseph S. O'Connor by a State Supreme Court decision. Attorney U. S. Lesh announced today.

O'Connor, a large stockholder in the M. O'Connor Company, 559 Kentucky Ave., parted from his wife, Caroline H. O'Connor, in October, 1925, in California. He had resisted his wife's efforts to obtain support from him.

The Supreme Court of Indiana denied his petition to transfer a writ of error and the judgment against his holdings in the M. O'Connor company up to \$60,000 stands as ordered by former Superior Judge T. J. Moll. Judge Moll ordered that the husband should pay Mrs. O'Connor \$300 a month from the date of their separation.

Police today held another man suspected of being a member of the bandit gang which terrorized motorists on county roads Sunday and Monday nights.

Arrested at his home on N. Meridian St., Thursday night he was held on vagrancy charges when he was unable to give a good account of his actions on those nights.

A youth arrested at his home on Broadway was freed today when he proved he could not have been with the bandits those nights.

Police also still are holding a youth arrested Tuesday as a possible member of the gang.

Robert Longstaff, 21, 329 E. Ninth St., and Edward Reiter, 23, members of the gang, were killed in a gun battle with police on the National Rd. twelve miles east of the city early Tuesday.

Private funeral services for Longstaff will be held at the home of his parents, Mr. and Mrs. Joseph Longstaff, Saturday at 10 a.m. A private service for Reiter was held at the home of his mother, Mrs. Maude Watson, 1540 Lexington Ave. The Rev. Howard Paschal, pastor of the First Church of the Nazarene, officiated. Burial was in the New Crown Cemetery.

**CLIMBS DIFFICULT PEAK**Mount Cawell Conquered for First  
Time This Season.

By United Press

JASPER PARK, Alberta, July 20.—Mount Edith Cawell, one of the most lofty peaks in Jasper Park, has been conquered for the first time this season. S. H. Clarke, a visitor from England, guided by Jean Weber, Swiss guide, made the successful ascent in five and a half hours from Verdant valley at the base of the mountain.

When a car driven by Vaughn Burrill, 5128 Hovey St., with whom he was riding, collided with one driven by Mrs. Stella Campbell, 1120 N. Alabama St., Cawell was thrown to the pavement and Burrill's car overturned on him.

Mrs. Burrill and Mrs. Gladys Randolph, 5121 Hovey St., riding in the car of the Burrill car, were bruised.

Walter Blankenship, 1026 E. Washington St. when struck by a car driven by James Wilhite, Negro, 17 S. Beville Ave.

**CRASH VICTIM GAINS**