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Partly cloudy and somewhat cooler tonight and Friday.

HOME

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U. S. QUIZ OF SEA TRAGEDY IS LAUNCHED

Loss of 114 Lives Stirs Officials Toward Drastic Action.

50 SUBPOENAS ISSUED

British Board of Trade Also to Make Thorough Investigation.

By United Press
NEW YORK, Nov. 15.—The United States government set out today to discover what sent the British steamer *Vestris* to the bottom, with the loss of probably 114 lives.

The tragedy has stirred officials to make every effort to find out if the *Vestris* was unsatisfactory, if the lifeboats were unfit for service, as charged by passengers, if the sending of an SOS call was delayed beyond the point of safety, and if there was blundering and needless confusion in launching lifeboats.

The principal investigation was in the hands of Charles A. Tuttle, United States attorney.

Fifty or more subpoenas already have been issued, and federal officials informed the United Press that anyone who may be presumed to have any knowledge of the cause of the disaster would be summoned.

One of the principal stories to be checked is that a coal port in the side of the *Vestris*, just above the water line, was so defective it admitted water.

Members of the stoker crew of the *Vestris* said that water poured through the port, flooding the interior of the ship.

Evans Hampden, a fireman, was quoted as saying:

"The whole trouble was that the coal port on the starboard side, which was four feet above the water line, was not entirely closed when we left port. It couldn't be closed and locked and the water poured through it in the first heavy sea."

The reported shifting of the cargo, in which it was said that several hundred automobiles and trucks crashed through the water-tight compartment, making it impossible to clear the ship of water, also will be investigated.

Other angles were:

1. The charge made by survivors that Captain William J. Carey sent out an SOS call on Sunday and then rescinded it, delaying the sending of another call until the ship was sinking.

2. The charge that the lifeboats were fragile, that some had holes in them, and that the davits were not in proper shape for launching the boats.

3. Statements of passengers that the lifeboats were launched improperly, causing the first two, containing women and children, to be smashed.

4. Statements of survivors that some members of the crew thought more of their own safety than that of the passengers, and even refused to pick up struggling people from the water, in the fear that their boats might be overcrowded and their own lives endangered.

The investigation will be extended to officials of the Lamport and Holt line, and to federal steamboat officers who inspected the *Vestris* before she left New York. Both the owners of the *Vestris* and the United States steamboat inspection service are making investigations of their own.

The British board of trade in London will also investigate the disaster. The *Vestris* is a British ship, and the inquiry normally would center in London, but officials here too the view that if the *Vestris* had been permitted to sail from an American port in an unsatisfactory condition, jurisdiction lies in this country as well as in England.

Leo J. Mintzer, head of the criminal division of Tuttle's office, said he had received unofficial information that the British board of trade would abide by any decision reached by American authorities if the investigation made here were "comprehensive."

Mintzer said criminal prosecution could be brought if it were found that lives had been lost through willful negligence.

A formal hearing was scheduled for this afternoon before Francis O'Neill, United States commissioner.

WED WHILE DANCING

Judge Jogs Too and Unites Marathons "Hoofers."

By United Press
NEW ORLEANS, Nov. 15.—Stephen Hildebrandt, 24, and Miss Alme Marlborough, 19, wanted to get married, but Miss Marlborough didn't want to interrupt the dance marathon in which she started twelve days ago.

Hildebrandt brought to the dance hall Judge A. P. Ducros. While the bride Charlestone on with her partner, the bridegroom, the judge and the ring-bearer jogged in step.

The bride can't have her honeymoon till the dance marathon is over.

The telephone is your gateway to the world. Basic rate to CHICAGO only \$1.05—Advertisement.

Twenty Children on Liner—And Not One Rescued

NEW YORK, Nov. 15.—All the twenty children and all but eleven of the women who sailed on the *Vestris* have been lost, it appeared certain today.

Fate played a cruel trick when it caused the old sea law of "women and children first" to operate indirectly to cause the deaths of those it was designed to protect.

The lifeboats that did not survive were those that were put off the *Vestris* first, and they held the women and children.

THE first two boats, loaded with women and children, never were launched. The list of the doomed steamer swung them against her side and the ropes jammed. One broke loose and the passengers went into the boiling sea. The other was crushed and sunk by a falling davit as it reached the water.

Through the stories told by

LAST VICTIMS HEAD TO PORT

Stories of Heroism Are Continued by Sunken Ship Survivors.

BY LOUIS F. KEEMBLE
United Press Staff Correspondent
NEW YORK, Nov. 15.—Stories of heroism, of suffering and of tragedy were continued today as the final chapters in the sinking of the steamship *Vestris* were written.

Into New York, the port from which the *Vestris* sailed on its happy voyage to South America last Saturday, today had been brought 205 persons who were miraculously saved from death when the *Vestris* had foundered.

The latest survivors to arrive were fifty-seven—eight passengers and forty-nine members of the crew who came in on the French oil tanker *Myriam* this morning.

It was believed only one group of survivors remain to reach port. It was composed of those saved by the battleship *Wyoming*, which is steaming toward Hampton Roads.

Reports say that eight survivors are aboard the *Wyoming* and advises to Washington said many of them needed hospital care.

Last Survivors to Port

That will bring the total of rescued to 213. The rest of that passenger and crew personnel of 339 persons are missing and there are few who are optimistic enough to believe any will be found alive.

The Wyoming should reach Hampton Roads by 3 p.m., the navy department announced and that will mean all the known survivors of the S. S. *Vestris*, stood out in relief against the tragic background of the disaster.

He followed the tradition of the sea and its wireless men. He died at his post in line of duty.

The slender thread of safety, to the hundreds on board the *Vestris*, was held in his hand and the key he tapped. His part was not in the scramble for lifeboats or even in heroic aloofness while others fled the boats. His job was the staccato stutters of the SOS followed by long hours of patient directions to speeding rescue ships, which must know the *Vestris*' position.

Taps, Taps!

survivors, a thread of painful memory ran constantly of the deaths of the helpless children.

"I had a child in my arms, but it was dead."

"The body of a woman with a child in her arms swept by our boat."

"I could hear a woman calling, but we could not reach her."

"I saw a child in the water and made for her," he said. "But I found my arm was broken. I grabbed her anyway and straddled a spar. Then I found the child was dead."

Such stories were many. In most of them, the helpless terror of the children and the bravery of the women were emphasized.

"The women were calmest," one passenger said. "They showed no panic and set an example to us all."

Mrs. Earl Devore, who was saved while her husband was lost, described the swamping of the lifeboat in which she and several other women were seeking safety.

"I heard women around me wailing," she said, and one, who I knew was Mrs. Raphael, cried, "Oh, my God, the lifeboat's leaving us." She went down and that was the last I saw of her."

Long before dawn, a shot rang out and the spudding bits of oil field engines mingled with the cursing of workers. The race for oil was on.

Lifting of drilling restrictions became effective and the "lid" was off.

The limited production rule to keep the rich Mission-Maud area of the greater Seminole oil fields from flooding the market with crude oil passed into history.

"Spudding in" the first bit of drilling in an attempted oil well, will continue throughout today.

By Friday the ninety-two big rotary drills will begin boring through the earth in an effort to prove the contention that the mission area constitutes one of the largest oil pools in the greater Seminole district.

It was months ago that drilling limitations in this region were imposed as a result of astounding production of the greater Seminole pool which went wild and gushed forth 528,000 barrels of oil a day.

Interest was intense, although the drilling activity of other pools in this state, where the oil industry was young, was not so pronounced.

For nine months a month major oil companies had prepared for the lifting of the lid on the Mission pool.

Heavy pipe and tools were hauled over dirt roads and fields and set up at selected locations. Rigs were built, boilers set up, everything was ready for the race that started the minute the restriction ceased. It was a timely and orderly "take-off."

The ninety-two wells started this morning entailed a cost of approximately \$4,000,000. Each well, it is estimated, will force the expenditure of more than \$40,000.

One concern, the Gypsy Oil Company, started thirty-one of the ninety-two wells.

The first drill to reach oil will have an advantage in draining the great pool of oil that is believed to lie beneath the soil.

\$800,000 FOR YULETIDE JOY

21,000 Christmas Club Members to Receive Checks.

Indianapolis banks will pay about \$800,000 in checks Nov. 30 to Christmas Club members for 1928.

More than 21,000 city residents availed themselves of the systematic savings plan sponsored by a majority of downtown and neighborhood banks.

Total savings reported by the clubs is considerably below the \$1,000,000 which was deposited in the same institutions last year.

About 35,000 persons deposited weekly savings in 1927, when banks paid interest on the Christmas Club deposits.

Drop in the total this year was attributed to the decision of most banks not to pay interest to Christmas Club members.

Operated at Loss

Majority of banks last year agreed to discontinue payment of interest, declaring they had operated the savings plan at a loss. Some banks said they made no effort to increase the club lists, but "took what came" from customers.

Several bankers estimated that more than half the club savings were redeposited in the bank in regular saving accounts. The Christmas Club plan provides for periodic deposits ranging from 25 cents upward.

Record Christmas distribution of about \$550,000,000 will be made by 8,000 financial institutions of the country, according to announcement of the Christmas Club, 45 West Forty-fifth street, New York city.

Eight Million to Benefit

More than 8,000 members will participate in the distribution. The sum is reported to be 10 per cent larger than last year's distribution. The amount is five times the total in 1920.

Herbert F. Rawill, Christmas Club president and founder, estimated the nation's merchants will receive about \$213,000,000, the remainder flowing into permanent investments, year-end commitments, installment payments, insurance premiums, mortgages, education, taxes, education and charity.

It was estimated that Indiana will have a total of \$13,000,000 an increase of 3.1 per cent.

Clubs and Amounts

List of clubs and amounts saved:

Fletcher Savings and Trust Company and associated neighborhood banks, 9,650 members, \$280,000.

Fletcher American National Bank, 1,837 members, \$85,400; Union Trust Company, 500 members, \$177,000; Peoples State Bank, 700 members, \$28,000; Fidelity Trust Company, 800 members, \$70,000; Farmers Trust Company, 150 members, \$5,000; Franklin Bank and Trust Company, 1,000 members, \$60,000.

Marion County State Bank, 800 members, \$31,282; State Savings and Trust Company, 500 members, \$20,000; Continental National Bank, 1,000 members, \$35,000; Washington Bank and Trust Company, 770 members, \$22,750; Meyer-Kiser Bank, 1,200 members, \$30,000; Bankers Trust Company, 1,000 members, \$35,000; and United Land Bank and Trust Company, 100 members, \$5,000.

VALPARAISO, Ind., Nov. 15.—

Mrs. Charles Smith owes her life to her pet dog. With wet hands she attempted to turn on an electric light and the contact of water and electricity held her fast. She swooned to the floor. The dog pulled the wire from her.

WOMAN SAVED BY DOG

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Hourly Temperatures

6 a. m. 62 10 a. m. 64

7 a. m. 61 11 a. m. 65

8 a. m. 61 12 (noon) 65

9 a. m. 62 1 p. m. 65

\$555,610 TOTAL REACHED IN COMMUNITY FUND DRIVE

AL REACHES GEORGIA

Stays in Savannah Tonight; Bound for Mississippi on Vacation.

By United Press

SAVANNAH, Ga., Nov. 15.—Governor Alfred E. Smith, Mississippi bound for a vacation, arrived here today for an overnight stay as guest of Mr. and Mrs. Carl Espy, close friends of the New York chief executive.

There is no reason why a north side line can not cross the business district and the same cars be used on the south side. This would eliminate the numerous turns,"

Moore said.

For the present, the council probably will not change the pedestrian regulations, which gave the person who walks a forty-five-second period, with motor traffic held from all directions. Some objections to the "go period" for pedestrians have been presented to council and the plan may be abolished if a satisfactory method of rerouting street cars can be devised.

City Engineer A. H. Moore is preparing recommendations to council on the plan of rerouting and likely will suggest cross town lines eliminating cars looping in the congested area.

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