

200 OF BONUS ARMY ACCEPT TICKETS HOME

Government's Offer Taken Up by Few; Thousands Stay in Camps.

By United Press
WASHINGTON, July 9.—Two hundred members of the bonus expeditionary force were riding homeward today on railroad tickets provided by the government.

Authorities fervently hoped that it was the beginning of a general exodus. But the vast majority of the 15,000 bonus marchers still were clinging to their rickety huts and billets, professing determination to continue the siege of Washington until the government changes its mind and pays the bonus or gives them work.

Commander-in-Chief Walter W. Waters sent word to all regimental commanders to try to hold their forces in line and to combat any breakdown of morale that might be caused by the departures.

President Hoover late Friday signed an emergency bill appropriating \$100,000 for transportation of the veterans, the money to be charged against their bonus certificates which become payable in 1945.

200 Already on Way

Early today 200 men had been given tickets at a special rate of a penny a mile and 75 cents a day for food and put aboard trains. About 10 additional applications awaited approval.

Hoping for a rush business, Brigadier-General Frank T. Hines, veterans' administrator, had clerks on hand at the veterans' bureau from 8 a. m. until midnight. The transportation offer expires next Thursday.

Tickets were handed to approved applicants at Union station.

A canvass of all consequential bonus camps disclosed thousands to be contemptuous of the government's loan offer thus far, and determined to stick in Washington until employment or money is furnished them.

Waters said he would not interfere with any one desirous of leaving.

"The few that will leave probably would have quit sooner or later anyhow," he said.

Buck Privates Happy

He said, however, that the food situation was very grave and that they would have to have more food or money by tonight. He was not sure where this was to be had. He thought trips he will take Monday and Tuesday to Camden and Hoboken, N. J., might yield something. A radio appeal from Washington also has been arranged.

When the next meal was coming from did not worry the buck privates in the rear ranks as much as it did the leaders.

"Any one who's starving here is a damned fool," said a New York veteran. "You newspapers keep right on saying we're starving. Every time you do we get more food."

"I've gained two pounds since I've been here," another said. "I'm eating better than I was back home."

All Look Comfortable

One unit of about 200 is quartered in an old warehouse on the waterfront. All look very comfortable. A bay breeze whistles through the chinked walls and the water is clean enough for swimming.

The head man of this detachment pointed to a shack he had built.

"See that. I'm eating so good I'm going to bring my family here and put 'em up there. This is the life of Riley. We're living free of taxes."

Starts Training



Pretty soon Everett Sanders, new chairman of the Republican national committee, will be angling for Hoover votes all over the United States.

He's shown here as he dropped his line into the Potomac, below Washington, for a little quiet fishing before settling down to directing the G. O. P. presidential campaign.

Free food. I've let my belt out. We're all still with Waters."

All but about 500 of the 15,000 seemed to be still with Waters. Better than the waterfront camp is Camp Meigs. Right on the crest of a wooded hill affording an inspiring view of Washington, it is a site pleasant enough for a summer resort.

Squatters on the Anacostia flats were likewise civic appearing. Signs marked "Bonus Avenue," "Louisiana Avenue," "Patman Avenue"—streets lined with crude and dirty shelters made of scrap lumber, old canvas, tar paper and even weeds. The "public library" did a big business, though religious tracts were its chief stock.

There were "shows" and a radio. Hawkers stood in the mud holes offering odds and ends of wares and propaganda.

Radical rebel elements were unpopular. High-powered salesmanship and ballyhoo by the Workers' Ex-Servicemen's League, a "pinkish" organization, failed to attract more than 150 men to a proposed parade and demonstration Friday.

The parade expired like a punctured tire. A few speakers, closely eyed by twenty police, howled about Wall Street and Hoover and their bored audience wagged a few banners. No one marched to the capitol.

TWO FLEE STATE FARM

Putnamville Guard Beaten Down When Pair Escape.

GREENCASTLE, Ind., July 9.—Officials of Marion and Henry counties today were asked to aid in recapture of two inmates of the Indiana state farm near Putnamville, who escaped Thursday night.

William Rogers, 22, sentenced from Marion county, and Loring Baker, 24, sentenced from Henry county, beat down H. W. Wray, a guard, when he halted them at the farm gate.

HEAVY SALARY LOSSES TO JAR U. S. EMPLOYEES

Some Federal Workers Will Lose Fourth to Third of Income by Cut.

BY RUTH FINNEY
Times Staff Writer

WASHINGTON, July 9.—Early next week a complete plan for administering government departments under the drastic new economy act will be submitted to President Hoover.

He is expected to act on it promptly, to end uncertainty and confusion prevailing among more than 700,000 government workers over the country as to their tenure in office and their annual incomes, ever since the bill became law.

This week a tentative plan for administration is being prepared by the federal council of personnel administration, composed of the chairman of the civil service commission, the secretaries of agriculture, interior and commerce, chief of the bureau of efficiency, director of the bureau of the budget, chairman of the interstate commerce commission, and the administrator of veterans' affairs.

The principal points at stake are:

May Order Five-Day Week

Extent of dismissals necessary under reduced department appropriations, and extent of additional furloughs, beyond the twenty-four working day furlough imposed generally.

Manner of allowing employees to take their payless days off—either a half day, a week, or in one stretch.

According to present indications, the council will recommend establishment of the five-day week in the government service, letting employees take Saturday off instead of stopping work at 1 p. m. on Saturdays. This would mean no vacations with pay for workers during the year.

Department heads favor this method of furloughing because it would prevent workers from securing leave which they have not earned. It also would prevent workers from accumulating time off during the first part of the year, and being entitled to time off in large numbers toward the year end.

Half Escape With 24 Days' Pay

Only about half of the government workers will escape with deduction from their salaries of twenty-four days' pay, this week's conferences have disclosed.

The commerce department has announced that its workers will have to take sixty days' additional leave to bring it within appropriations, and if this order is put into effect, workers in this department will lose approximately one-fourth of their annual incomes.

The civil service commission tentatively has decided on a forty-two-day furlough in addition to the general one, and the personnel classification bureau faces ninety days' additional furloughs. Workers here would lose one-third of their annual incomes.

Justice, labor and interior departments are hit heavily, but are waiting rulings from the comptroller-general before announcing the effect upon employees.

Hits Army Officers

The war department has issued an order directing all officers who were on leave when the economy act became law to report for duty at once. Those on leave or on their way to new posts are ordered to report either at old or new posts, or at ports of embarkation if they were delayed to duty overseas.

They face loss of pay for every day on leave when they fail to receive word of their new status.

The navy has announced abandonment this year of all fifteen-day training cruises for naval reserves. Aviation training will be continued, but for only about 85 per cent of the normal quota of students. Promotion requirements affected by this training have been waived.

The City in Brief

Benefit Association of Railway Employees, division No. 138, will hold an outing and picnic Sunday at Christian park, J. H. Cron, in charge of arrangements, announced today. Members of the association will be provided with free refreshments, lemonade and ice cream during the day.

Joseph Parrott, 51, 2031 Columbia avenue, Friday sued the Chicago, Indianapolis & Louisville Railway Company for \$25,000 damages for injuries received when his automobile was struck by a train, Feb. 7. The suit, filed in superior court three, alleged the signals, at Seventeenth street and the railroad, did not operate.

Praise of the service rendered by J. P. O'Mahony, retired editor of the Indiana Catholic and Record, has been voiced by Bishop Joseph Chartrand, in a letter regretting the retirement of the editor because of injuries incurred in a recent automobile accident. O'Mahony was connected with Catholic journalism in the city for more than twenty years.

Large lot east of the Fouts Car and Truck Company, Belmont avenue and Washington street, has been leased for display and service of used cars. E. D. Fouts, president of the company, announced. Roy G. Killian will be in charge of the used car department.

Breaking a leg in a fall from a swing at her home, 539 North Keystone avenue, Mrs. Daisy Dunkerson, 34, was taken to the city hospital Friday night by patrolman Ernest Hughes and Byron Patterson.

Plans for the fourth annual state religious emphasis conference, to be held Oct. 5 and 6 in Turkey Run state park, were completed Friday by a committee of the state Y. M. C. A. in the city's central "Y."

Window of a pharmacy at 2502 North Dearborn street, operated by C. A. Mueller, 706 Day street, was smashed and the store entered early today. Mueller was unable to tell police amount of the loss.

BUSINESS AND INDUSTRIAL NEWS

SAFE INVESTMENT OF FUNDS OFFERED

No Dividends Missed in 46 Years by Building Association.

Many persons do not understand what the term "building and loan association" means, and are unaware of the many sound features assuring conservative financial investments in these institutions.

The Railroadmen's Building and Savings Association, with forty-six years successful service behind it, is an example of the better type of such organizations.

This institution is made possible by a union of investing and borrowing members into an association for the purpose of lending money on first mortgage security on improved real estate, and the payment of a conservative dividend on the funds

invested with borrowing members to purchase homes here in Marion county.

The interest from these mortgages takes up the dividends which are paid semi-annually.

Dividends have been paid by the Railroadmen's Association with increased earnings to its members for the past forty-six years without a single passing, according to Fernor S. Cannon, president.

The Railroadmen's still is offering the same weekly or monthly plan of investing funds where they will secure dividends.

Money invested by a local institution will make business better because it will work and be spent here at home.

An investment in the Railroadmen's Building and Savings Association shares will help speed the return of normal business to Indianapolis.

Cracked Ice Refrigerator
Comfort in Hot Weather

Housewives Find New Type Box Is Economical, Avoids Muzz.

Patrons of the Polar Ice and Fuel Company who have been enjoying the use of the ICIERE refrigerator are finding it more of a convenience in the present hot weather than they expected.

It is a muzz-free device, one in which the ice is delivered in paper sacks, with no spilling and no dripping water.

Then the uniformity of the cold within the refrigerator is a great consideration. The construction of the ICIERE is such that as long as five pounds of ice are left in the refrigerator the cold will be as intense as when the ice compartment is full. This is due to the improved circulation and the large surface presented by the cracked ice.

Women who have endeavored to chip off the ice from a large block for the sake of having a chunk in a cooling drink greatly appreciate the advantage of having the ice delivered in small pieces.

Other advantages are the larger shelf area, easier access, easier cleaning, and economy of ice consumption. This latter has been a surprise to those who were doubtful of the principle of the use of cracked ice in the refrigerator.

The ICIERE is shown in the beautiful display rooms of the Polar Ice and Fuel Company at 2000 Northwestern avenue. Here are assembled a number of interesting appliances for the use of ice, including the Modine Ice Pan, the remarkable room cooler.

The ICIERE is demonstrated in these showrooms under all conditions, and in the various sizes. Low first payments and convenient terms make it easy to obtain the ICIERE, and it is declared that this refrigerator on now and revolutionary principles soon will pay for itself in the economies it makes possible.

The public cordially is invited to visit the cool display rooms of the company and familiarize itself with why ice is declared the best refrigeration for the home.

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CITY RAILWAY SYSTEM ASSET TO COMMUNITY

Better Living Conditions Made Possible by Rapid Transit.

BY J. J. BEDLOW

To the man who has invested his savings in a modest home, the maintenance of good public transportation is of first importance.

In most cases these homes must be at some distance from the center of activities, and usually, of course, at a distance from the places of employment of the members of the family.

Ease and speed in getting about become of real value. If there should be such a thing as a collapse of the public means of transportation, value of the home would be lessened greatly, for in all probability the family would have to move nearer the employment.

Real estate values are far more dependent upon transportation than most persons realize. It is of vital interest not only to real estate men, but also to home owners, that this be kept at a high level of efficiency.

Fortunately Indianapolis has had for many years and in the face of difficulties now maintains a fine service, both by bus and street car. Effort is made to give the city a really adequate and constructive service, as is witnessed by the recent orders for more rolling stock.

Probably no city of its size anywhere enjoys a closer co-operation between the business interests and the street transportation. Study of the system is progressive, designed to meet the needs of the citizens, and the fares are maintained at the lowest figures possible for proper maintenance.

Intramural transportation systems have not had things easy for the last ten years. It is perhaps only fair that the citizens of Indianapolis should realize all that this system means to the city, and should think of it as the asset to the community it really is.

Both this civic interest and the economy of riding on these comfortable cars and busses should appeal to the public. Patronage makes the system capable of responding to public demands, and in turn it confers a value of real estate, makes convenient access to any part of the city possible, and helps build Indianapolis toward its greatness.

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