

WILLIAM HANDY, VETERAN STATE EMPLOYEE, DIES

Rites to Be Held Thursday for Accounts Board Examiner.

Funeral services for William F. Handy, 80 years old, a field examiner for the state board of accounts since 1910, will be held Thursday morning in the funeral home of Ragsdale and Price, 1219 North Alabama street. Mr. Handy, who died Tuesday at his home, 3118 Central avenue, had been ill for two weeks. Burial will be held in Washington Park cemetery.

Born in Hancock county, Mr. Handy taught school there and in Shelby county. Following this, he was elected auditor in 1886 and served eight years. Coming to Indianapolis from Greenfield early in the century, he became affiliated with the state board of accounts when it was organized.

He was married to Miss Carrie White in 1884. Besides her, survivors are three sons, Clifford and Walter Handy of Indianapolis and Paul Handy of Dayton, O., and three grandchildren.

Mrs. Warweg Dies

Following an illness of several years, Mrs. Anna M. Warweg, wife of Henry W. Warweg, died Tuesday in her home, 927 North Rural street. Her husband formerly was local manager of the Shell Petroleum Corporation. Funeral services will be held at the funeral home at 8:30 Friday morning and at St. Philip Neri church at 9.

Mrs. Warweg, who was born in Cincinnati, the daughter of Mr. and Mrs. Martin Fritsch, came to Indianapolis when she was a child. She was a member of St. Philip Neri Catholic church.

Surviving her are the husband, two daughters, Miss Amelia Warweg of Indianapolis and Miss Edna Warweg of the University of Iowa; a son, Elmer Warweg, a brother, Joseph Fritsch, and three sisters, Mrs. George Brillhart, Mrs. Charles Minkner, and Mrs. Kate Marosky, all of Indianapolis.

Ker Rites Thursday

Funeral services for John Muir Ker, 3907 East Sixth street, who died Tuesday at the Methodist hospital, will be held Thursday afternoon at the Ragsdale and Price funeral home, 1219 North Alabama street. Burial will be in Washington Park cemetery.

Mr. Ker was born in Glasgow, Scotland, had been a resident of Indianapolis for the last fifty-eight years. For more than fifty years he was employed by the former New York store.

Survivors are the widow, Mrs. Elizabeth Ker; a daughter, Mrs. C. L. Herrod; a son, Henry W. Ker; three grandchildren, Henry L. Joel E. and Alan Ker, and a brother, William Ker, living in Scotland.

Hark A. Stultz Dies

The Rev. Aubrey Moore, pastor of the Seventh Christian church, will officiate at funeral services for Hark A. Stultz, 1219 North Alabama street, who died Tuesday. Services will be held at Shirley Bros. Central chapel at 2 Thursday afternoon. Burial will be in Crown Hill. Mr. Stultz was connected with the Hoosier Casualty Company.

Bury Crash Victim

Funeral services for Miss Rose Bassler, 30 years old, who died in an automobile accident Sunday near Hammond, were held Tuesday in the Wald funeral home, 1619 North Illinois street. Burial was in Beth-El cemetery.

Miss Bassler was returning from Chicago with her parents, Mr. and Mrs. Louis Bassler, when the crash occurred. Several other members of the family were injured. Bassler is an Indianapolis jeweler.

Mrs. Fortner Dies

Funeral services for Mrs. Helen Fortner, 33, of 421 Park avenue, wife of Joseph A. Fortner, who died Tuesday in the Methodist hospital following a week's illness, will be held in Springfield, Mo. Besides the husband, who is a district manager for the Shell Petroleum Corporation, survivors are two small daughters, and the parents, Mr. and Mrs. J. C. Prescott of Springfield.

Mrs. Anna Warweg Dies

Funeral services for Mrs. Anna M. Warweg, who died Tuesday at her home, 927 North Rural street, following an illness of several years, will be held at the home at 8:30 o'clock Friday morning and at St. Philip Neri church at 9 o'clock.

Mrs. Warweg was born in Cincinnati, the daughter of Mr. and Mrs. Martin Fritsch, and came to Indianapolis with her parents when she was a child. She was a member of St. Philip Neri Catholic church.

Survivors are her husband, Henry W. Warweg, formerly with the Shell Petroleum Corporation; two daughters, Miss Amelia Warweg of Indianapolis and Miss Edna Warweg of the University of Iowa; a son, Elmer Warweg; a brother, Joseph Fritsch, and three sisters, Mrs. George Brillhart, Mrs. Charles Minkner, and Mrs. Kate Marosky, all of Indianapolis.

NRA EXPLAINED IN PROGRAMS ON RADIO

Semi-Weekly Broadcasts Over Both City Stations Help Drive.

Semi-weekly radio broadcasts over both local stations, during which questions concerning NRA operation will be answered, are to be sponsored by the Junior Chamber of Commerce. It was announced today. The series will continue for about eight weeks, it was said. The first program will be presented at 9:10 a. m. Friday with Charles Chase, president of Indianapolis Railways and in charge of local NRA activities, as speaker.

The first program will be over WKBF. At 7:45 Friday night, over WFBI, Mrs. E. C. Atkins will discuss women's parts in the movement. Ed Green and Blayne McCurry are in charge, respectively, of the morning and night programs. It also was announced that the junior commerce group will have a float in the NRA celebration parade, Aug. 21.

The first hospital in the United States was founded on Long Island, N. Y., in 1663.

PLAYGROUND BOASTS THREE SETS OF TWINS



When it comes to presenting twins in a big way, the Spring and Walnut streets playground is offering the challenge of three pairs. Each of the children is 5.

The photo shows the children lined up on the slide at the playground with Mrs. Harry Mack, 1023 North New Jersey street, matron. Left to right, they are Dorothy and Delores Stewart, 1110 East St. Clair street; Damon and Dana Hampton, 407 North Pine street, and Bobby and Betty Jaynes, 732 Fulton street.

Increase in Beer Alcohol Content Looms by Jan. 1

Raising of Ban in State Depends Solely on Repeal by U. S.

"Faith pervades the common people and they never give up believing and expecting and trusting," said Whitman.

Have faith, you who imbibe in 3.2 and pray for more. Three-point-two may not be 3.2 after Christmas. The beer you drink next January is likely to be 5.2 or 6.2.

For the alcoholic content of beer depends on the eighteenth amendment. And Indiana's beer bill, which in reality is a liquor control act, does not make any limitation on the content of beer.

In other words, Indiana's liquor control act simply rests the entire problem upon the eighteenth amendment. The eighteenth amendment is doomed. The end is expected before Jan. 1.

Whatever laws congress may make regulating the states to prevent the return of the saloon, nothing can be done by the state to limit the alcoholic content of beer.

And the way Indiana's liquor control act reads, this state can be the very first to receive "ye olden brew."

Of course, beer in the old days wasn't noted for its high content of alcohol. Rarely did it contain more than 5 per cent. But brewers declare that the best brew runs something more than 4 per cent alcohol.

So have faith, you who look on 3.2 with distrust. By Christmas, you may be drinking five-point-two.

COAL PRICES TO GO UP 25 CENTS A TON

Increase of approximately 25 cents a ton in coal prices today was announced by the Indianapolis Coal Merchants Association of which Earl Sigmon is secretary.

In addition to the increase by the ten, dealers also announced that it will cost 50 cents a ton to wheel coal to basements this fall and winter.

With practically every local coal dealer a member of the NRA, the price raise will be general. According to dealers, the increase is due to boost in wages and installation of new equipment at mines. Gifts of kindling with coal purchases are banned.

BARBER RULING MADE

Membership in Union Not Necessary for License, Higdon Asserts.

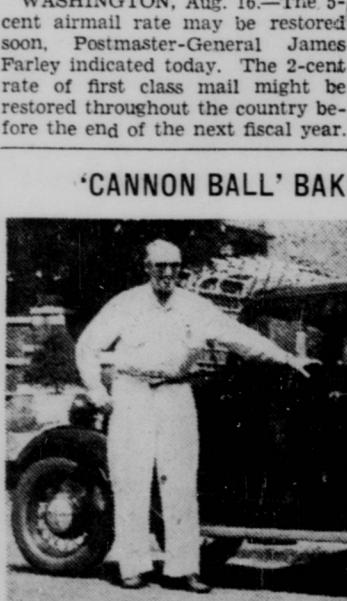
"It is not necessary for any barber in Indianapolis to join the barbers' union to get a state license," asserted Ray Higdon, union secretary, in an official statement today. "The barbers' union," said Higdon, "never has claimed or used that statement in its membership drive. The charge that we have intimidated that is groundless."

AIR POSTAGE TO BE CUT

Five-Cent Rate May Be Returned Soon, Says Farley.

WASHINGTON, Aug. 16.—The 5-cent airmail rate may be restored soon, Postmaster-General James Farley indicated today. The 2-cent rate of first class mail might be restored throughout the country before the end of the next fiscal year.

'CANNON BALL' BAKER MAKES GAS TEST



Pictured above is "Cannonball" Baker and the Continental Beacon Four coach, which he drove from the show rooms of Frank S. Feeser Company, to Bloomington and back on less than three gallons of gasoline last Thursday. The distance covered was 101.2 miles. Driving between 30 and 35 miles an hour, Baker averaged 34.35 miles to the gallon of gasoline.

Jail for Spat

Couple From 'Way Out West in Kansas' Held for Row in Auto.

THE family car is not the place in which to settle the family argument, especially when there is a chance for police to appear. That's what Mr. and Mrs. Dacy Watkins learned early today.

According to police the couple, living in their car, parked at Orange street and Madison avenue. Mrs. Watkins had a severe cut on her right leg, evidently incurred when she kicked out a glass in the car.

Watkins was charged with drunkenness and assault and battery and his wife was charged with drunkenness and disorderly conduct.

CIRCUS 'SKIPS' TAX PAYMENT

Show Leaves Town as State Income Tax Levy Agents Hunt in Vain.

Aids of Clarence A. Jackson, state income tax collector, have learned that a task it is to find the boss of a circus. In fact, they learned it was a tough job, because they never found him.

Ringling Bros. and Barnum and Bailey circus was to pay \$148 state tax for the showdays.

Heads of the department thought it would be as well to collect the tax while the show was in Indianapolis Tuesday night as wait until it got to South Bend or Terre Haute.

Out went the collectors. They talked to one and then another on the grounds. Then, they finally learned, the boss wasn't there. So the circus left town without paying the \$148, but Jackson says the fee will be collected some time this summer.

In addition, the state also seeks to collect a 1 per cent gross income tax on receipts of the showings in the state.

AUTO CODE HEARINGS TO BRING CONTROVERSY

Attempt to Bring Retailers Under Makers' Terms to Be Made.

By Scripps-Howard Newspaper Alliance WASHINGTON, Aug. 16.—Automobile code hearings, starting Friday, will bring to the surface one of the most troublesome problems of the recovery administration—the question of vertical codes, including manufacturers and distributors in an agreement, as opposed to horizontal codes, confined to one sort of business.

The automobile code as submitted finally is confined to the manufacturing and assembling of motor vehicles and bodies and of component and repair parts and accessories. However, automobile retailers are not under any of the pending retail trade codes, and an attempt will be renewed to bring them under agreement with other branches of the automobile business.

This same question has complicated all code hearings and has been a source of endless controversy in behind-the-scenes conferences.

'CANNON BALL' BAKER MAKES GAS TEST

The best barometer, of course, in determining whether business is improving, is whether more men are being put back to work. The answer to that point was covered thoroughly a few days ago by W. S. Knudsen, president and general manager of the Chevrolet Motor Company, who stated that, "In the single week from July 8 to July 15, inclusive, the number of men employed increased by approximately 4,000 at the 20 plants throughout the United States and from July 15 to the present, approximately 2,000 men had been added to the pay rolls."

Since June 10, declared Knudsen, as he analyzed the figures, a small army of 11,000 men have found employment with Chevrolet and Pontiac. Total employment today is about 46,000 persons, he said.

NEWS OF MOTOR WORLD

—Motor Meanderings—
MOTOR TRIP TO BLOOMINGTON IS INTERESTING

Indiana University Campus and Goldfish Hatchery Attract Visitor.

Today marks the beginning of a series of short Sunday automobile jaunts to interesting places in around this section of Indiana, depicting a newcomer's impression.

These trips are sponsored jointly by The Times and Indianapolis automobile distributors, who make them possible by furnishing the transportation.

BY STURGE WELLS
Times Automobile Editor

Having heard so much about the natural beauties and interesting motor trips through southern Indiana, especially down through Bloomington and vicinity, whose main claim for recognition is due to being the home of the University of Indiana, I was anxious to get a first-hand impression.

So taking advantage of a few idle hours last Sunday, congenial company, and the kind offer of A. R. Jones of the Jones-Maley Motor Company, De Soto distributors, to place a smart new blue-green four-door De Soto sedan at my disposal, I drove to Bloomington.

Being in no great hurry, nor having any aspirations to establish a speed record between here and Bloomington, most of the time going down was spent leisurely driving along, watching the many things of interest during this season of the year when motoring through a heavily cultivated countryside.

Golfish Are Magnet

Upon nearing Martinsville, a large sign informing travelers of route 37 that they were just a few minutes drive from the "World's Largest Goldfish Hatchery," attracted our attention and curiosity. While this is of no particular interest to native "Hoosiers" in and around this neck of the woods, to a stranger it's another story.

Although professing no particular "yen" for goldfish, the mere fact that any one would operate such a strange business on a mammoth scale was impressive. Investigation disclosed, much to our surprise that there are many varieties, differing not only in size and shape, but in other characteristics as well. The most alarming discovery was that even in the goldfish family there are albinoes.

Continuing on to Bloomington and the University campus, it was a contrast to find the campus practically deserted, except for a few stray visitors here and there, especially when in just a few more weeks this very scene will be a bedlam of activities, with fall and football season just around the corner.

This impression was all the more impressive upon driving over to the stadium and viewing the many tiers of vacant seats, which soon will be overflowing with enthusiastic college crowds cheering their respective teams on to victory, maybe.

Buildings Are Impressive

Although having been rather fortunate in visiting many colleges, around the country, the impressive "frat houses" and the "newish" Union Memorial building struck me as the last word, and capable of doing justice to any major college campus.

Finally content that everything of interest had been taken in, we headed toward Indianapolis settling ourselves to enjoy a pleasant drive back. In fact, one of the real pleasures of the whole drive, was the way we literally "breathed" up and down the many winding hills in the new De Soto, whose performance and comfortable riding qualities on road driving is a treat, especially to any one owning a car of an early vintage like mine.

Auto Sidelights

THE action which President Roosevelt has taken in furthering the recovery of business, has touched the Automotive Industry in no small way!

Proof of this statement is evidenced in the marked mental change of attitude from the manufacturers down to the smallest dealer operating in a "whistle-stop town."

Aside from this angle, the industry as a whole are experiencing at least a temporary spurt in the sale of new cars. For example, word comes from the "Big Three," namely Chevrolet, Ford, and Plymouth, in Detroit that total retail deliveries during July considerably exceed that of the corresponding month of last year.

H. G. Mook, general sales manager of the Plymouth Motor Corporation, had the following to say recently on this subject: "Shipments and production during July are expected to exceed 30,000 units, which will be an increase of more than 350 per cent over July, 1932."

The best barometer, of course, in determining whether business is improving, is whether more men are being put back to work. The answer to that point was covered thoroughly a few days ago by W. S. Knudsen, president and general manager of the Chevrolet Motor Company, who stated that, "In the single week from July 8 to July 15, inclusive, the number of men employed increased by approximately 4,000 at the 20 plants throughout the United States and from July 15 to the present, approximately 2,000 men had been added to the pay rolls."

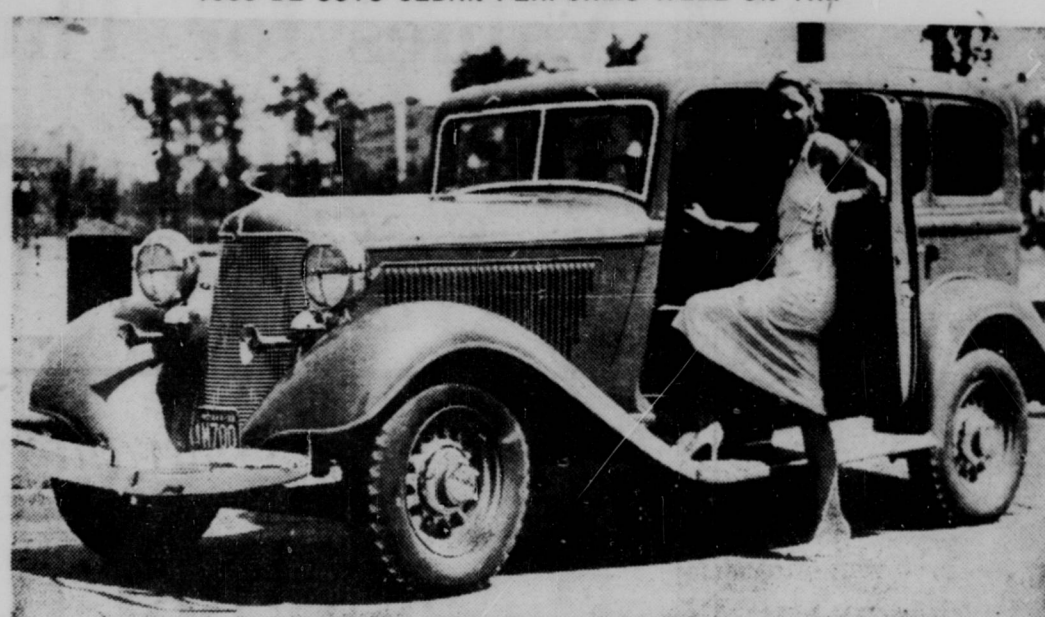
Since June 10, declared Knudsen, as he analyzed the figures, a small army of 11,000 men have found employment with Chevrolet and Pontiac. Total employment today is about 46,000 persons, he said.

In the gasoline and oil field, State Auditor Floyd E. Williamson reports that tax receipts on gasoline sales during the last couple of months exceeded last year's figure by approximately \$162,000, which not only indicates a substantial increase in gasoline and oil sales, but a "break" for the state!

All these individually prepared district codes will be turned into the Indianapolis Auto Trade Association Committee, which will make

NEWS OF MOTOR WORLD

1933 DE SOTO SEDAN PERFORMS WELL ON TRIP



The attractive young lady pictures above is admiring the smart new blue green four-door De Soto sedan used in last Sunday's visit to the University of Indiana campus. It now is on display at the show-rooms of Jones-Maley Motor Company, De Soto distributors, 2421 East Washington street.

Employees in Automobile Trade Benefit by Code

Each week this column will be devoted to comments on a current subject applying to the automotive industry by some personality identified with the auto field in Indianapolis.

This week R. H. Losey, Hudson-Essex distributor for this territory and president of the Indianapolis Auto Trade Association discusses the blanket code of the NRA as it applies to automobile dealers, and also the purpose of the code which the National Auto Dealers Association is sponsoring.

BY R. H. LOSEY

Purpose of the blanket code of the NRA in the automobile field is to establish better working hours and wages for salaried employees, which, of course, regulates closing hours, and places all dealers engaged in the automobile business on an even keel in this phase of the business.

In adopting this code, each and every dealer agrees to abide by the forty-hour week for salaried employees, to close his place of business at 9 p. m. daily, and to close all day Sunday. In determining the salary of each employee on the new forty-hour week, a weekly average of the last three months earnings was taken and adopted as the set figure.

Although this works a hardship in many cases on dealers whose employees had long working hours, at the same time it has its advantages, especially for the working classes.

In the case of present employees, it means more desirable working hours, and more time for recreation.

To many of the automobile dealers, the signing of the NRA "blanket code" will necessitate increasing the number of salaried employees.

So, while the requirements of the NRA code actually protect the interests of salaried employees rather than the automobile dealer himself, every dealer in Indianapolis and throughout the entire state of Indiana, so far as is known, has co-operated with the government in trying to bring back prosperity by signing the pledge!

Job Is Enormous

Before commenting on the objective of the National Automobile Dealers Association's proposed code, I would like to digress for a while and describe the thorough manner in which the association is tackling this enormous job.

The original plans called for setting up districts throughout the United States to work with the local trade associations in explaining to the dealers in each territory the objective of the code. As an example, a few weeks ago, a group meeting of all the automobile dealers throughout Indiana was called by W. J. Robinson, local director of N. A. D. A. for this section. During the meeting every dealer was invited to join N. A. D. A. and co-operate by helping to formulate the code, the purpose of which is to abolish certain detrimental practices now prevailing in the automotive industry, especially among the dealers.

In Indiana alone, before this drive is over, there will have been meetings held in twenty-seven different localities, at which time the code adopted by the Indianapolis Auto Trade Association will be presented with the suggestion that each dealer study it and make any suggestions which he may feel best will benefit all dealers in his particular district.

Changes to Be Made

All these individually prepared district codes will be turned into the Indianapolis Auto Trade Association Committee, which will make

such changes as are suggested by these various districts in the original code, and in turn send the finished one into N. A. D. A. headquarters at St. Louis.

Many points will be covered in this code, in an effort to improve conditions throughout the automobile industry. One requirement will be a more rigid ruling by the National Used Car Blue Book on valuation of automobiles taken in trade on new automobiles, as well as a strenuous ruling on the re-conditioning of these taken in automobiles before the dealer can again offer them for re-sale.

This, of course, will be a means of protection to prospective buyers of used automobiles, in that the buyer no longer will have to depend on his or her judgment or the sincerity of the dealer as to whether they are getting value received.

Many more things could be said in favor of the objective of the N. A. D. A. proposed automobile code, if space permitted, but the important thing at this point is in securing the enthusiasm and support of every automobile dealer to further the cause and reach our goal.

Departing early Monday morning, a large delegation of department heads of the Indianapolis zone of the Chevrolet Motor Company headed toward Detroit to spend several days attending a sales convention, which is being held for the department managers throughout this section of the country.

Participants include sales, service and maintenance department managers, as well as representatives of sub-zones in the Flint, Detroit, Cleveland, Cincinnati and Indianapolis regions.

Among the group representing the Indianapolis zone, headed by E. W. Berger, zone manager, are N. A. Stewart, assistant zone manager; Harry Sidrow, city sales manager; L. G. Simmons, sales promotion manager; H. C. King, Truck and body manager; Brown Harwood, parts and service manager; F. A. Pate, accounting manager; F. L. O'Brien, office manager, and other representatives.

Purpose of the convention is assumed to be to discuss future sales and service plans with the men in the field.

ETHYL GASOLINE WILL BE REDUCED IN PRICE

Premium on Fuel to Be Only Two Cents Above Regular.

By Times Special

NEW YORK, Aug. 16.—Oil companies marketing Ethyl gasoline will reduce the premium on the fuel to two cents above the price of regular gasoline, it is announced by the Ethyl Gasoline Corporation, owned jointly by the General Motors Corporation and the Standard Oil Company of New Jersey.

Passenger Car Sales Up

That Indianapolis dealers also have experienced the spurt in business, is verified by the Indianapolis Trade Association, which reports that passenger car sales in Marion county during July far exceeded last year's figure for July.

REOPEN AUTO ZONE OFFICES

Sales Expansion Program Outlined for Buick, Olds, Pontiac.

Re-establishment of the Indianapolis zone offices of Buick, Oldsmobile, Pontiac, headed by O. F. Wampler, together with five other such zones throughout the country was announced several days ago by W. A. Blees, general sales manager of the B. O. P. Sales Company.

This announcement follows a recent B. O. P. convention in Chicago, at which time a presentation of Buick, Oldsmobile and Pontiac sales and expansion plans were outlined to zone and branch department heads from all over the country.

The order, which becomes effective Tuesday, will mean an increase in the office and field staffs of about twenty employees, according to Wampler. The zone will take over the same territory it controlled prior to becoming a branch under the Cincinnati zone several months back, which consists of practically the entire state of Indiana.

Other men who received promotions are D. A. McIntyre, who becomes assistant zone manager, with full charge of sales and dealers. Other promotions in the sales division included appointment of F. E. Campbell, who became city sales manager while five district sales representatives were named to complete this department. James Taylor, who formerly served as city sales manager, was appointed sales promotion manager of the zone.

The accounting and business management departments will be headed by J. J. Robinson. Parts and service departments will be in charge of G. H. Brown, while Roy Eberly becomes office manager and car distributor.

This move on the part of the B. O. P. sales organization, according to Wampler, follows out the thinking of Buick, Oldsmobile and Pontiac factory officials, who are especially optimistic on the outlook of general business conditions for the coming year.

LOCAL AUTO MEN GO TO CODE CONFERENCE

Losey, Byrne and Robinson Attend Trade Parley.

Leaving Indianapolis Tuesday night to attend a conference in regard to the final automobile code which the National Auto Dealers Association is drawing up to submit to Washington was W. J. Robinson, director of the N. A. D. A. for this section; R. H. Losey, president of the Indianapolis Auto Trade Association, and T. E. Byrne, secretary of the Indianapolis Auto Trade Association.

All three men are prominent in local automobile circles, aside from being officers of the national and local associations. Losey is Hudson-Essex distributor for this territory, while Byrne is general manager of the Citizens Motor Company, Packard and Studebaker distributors, and Robinson has been identified with the Buick and Pontiac lines for many years in Indianapolis, and is at present one of two key dealers for the city.

A new suggestion to prevent bright steel machinery from rusting is to use crude lanoline as a basis for a rust preventer.

WORK ONLY FOR CASH, PLEDGE OF HOBOES' CODE

Handouts No Longer Will Be Considered Under NRA Rules.

BY WILLIAM F. SULLIVAN
United Press Staff Correspondent

CHICAGO, Aug. 16.—This old world has gone goofy, and if President Roosevelt and others will listen to America's hoboes they might get untangled. "King" Jeff Davis of Cincinnati, who has hoboed with royalty and riff-raff in all parts of the world, announced from his throne today.

The "king" is here drafting a "blanket" code for the men of the "jungles" who often must sleep outdoors, facing the rigors of the elements with only the sky for covering.

Jeff wired President Roosevelt that the International Itinerant Workers' Union is behind him 100 per cent in his campaign to get money into circulation, and that the hoboes have agreed to work only for cash in the future.

Seated in a room decorated in box-car style, and surrounded by his cabinet members, including Pat Salmon, "daddy of the box," Jeff expounded his theories for national recovery and his carefree philosophies of life.

"The President wants to get money in motion," the "king" began. "We're going to help him. In the future we work only for cash. We've got 53,000 members, and they'll follow the code."

It's a Goofy World

"It's going to be 50 cents for putting in a load of coal, 50 cents for chopping a pile of wood and 50 cents an hour for cleaning windows."

And here the king waxed eloquent on his philosophy of brotherly love.

"The world has gone goofy—bug-house," Jeff explained. "No one cares for the other fellow, except ones like the hobo, who live in the 'jungles.' They don't know where they're headed or why."

"A guy don't know what he wants, and don't know how to get it. He doesn't know what he gets it, and, if he does, he won't know what to do with it. And then when it gets away from him, he don't know it's gone."

Jeff, who has been married for thirty-three years and is a grandfather, has sound theories for husbands and wives seeking the elusive marital bliss.

Absence Makes Heart Fonder