

# NEWS OF THE WEEK IN BUSINESS AND INDUSTRY

## INDIANA SCHOOL OF LAW OPENS FOR 39TH YEAR

Students From All Sectors of State, Country Attend Here.

Many sections of the state and nation are represented in the student body of the Indiana Law School, which opened its thirty-ninth annual year of operation in Indianapolis. Approximately 150 students are in attendance this year. The size of the student body is somewhat reduced this year, due to the fact that the school has raised its entrance requirements, now admitting to the freshman class only those having at least one year of college or pre-law work. The object of the increase in requirements is to obtain a grade "A" rating as soon as possible from the American Bar Association.

The annual Dean James A. Rohbach Scholarships have been awarded to Ira Snouffer, Ft. Wayne, and Clarence E. Wood, Indianapolis, both juniors this year.

The list of students, together with their home cities is as follows:

**Freshmen Are Listed**

Josephine Barton, Indianapolis; Thomas Blackwell, Indianapolis; Beryl Claycomb, Monroe City; Oscar C. Crawford, Ft. Wayne; Bryan Curtis, Crawfordsville; E. Pierre De Miller, Indianapolis; James E. Dwyer, Indianapolis; William H. Earhart, Indianapolis; Gordon Clark, Indianapolis; Walter Douglas Elwood, Williamsport; James E. Evins, Indianapolis; Vincent Helton, Danville; William Franklin Hoffman, Indianapolis; John D. Hughes, Indianapolis; Bruce Johnson, Indianapolis; Eugene Franklin Lee, Ft. Wayne; Marion Robertson, Marietta, Indiana; Watson McCormick, Delphi; Verne S. McMillan, Richmond; Joseph Nowak, Buffalo, New York; John George Phoebe, New York; Frank Radzovic, Haigsville; Warren Ruffley, Indianapolis; William Richard Rowland, Anderson; John D. Smith, New York City; Randolph Lee Schuber, Indianapolis; Mary Simpson, Indianapolis; Charles Franklin Thompson, Lebanon; Harry Albert Tupper, Indianapolis; L. Edward West, Indianapolis; Donald Lee Wharton, Indianapolis; David Howard Wharton, Indianapolis.

**33 Juniors Named**

Lloyd Carlton Adamson, Terre Haute; Richard Watkins Adams, Lebanon; John Hubble Baldwin, Knightstown; Charles Lee Barry, Indianapolis; Robert Smith Bates, Indianapolis; Chester Earl Biely, Lawrenceburg; Michael Lawrence Bollard, Batesville; Harold William Boyd, Indianapolis; Dale Preston Calvert, Indianapolis; Reed Carter, Indianapolis; James L. Churchman, Indianapolis; Ames Lyle Connel, Westport; Ralph S. Crum, Tipton; Ray E. Davis, Madison; Gerald Forsyth Deer, Indianapolis; Frank Kenneth DeWald, Hartford; William D. Dyer, Peru; Edward John Fillebrown, Indianapolis; George Fredrick Gilligan, Indianapolis; Robert H. Halber, Sylvania, Ohio; William Frederick Hanning, Indianapolis; Harry James Harman, Indianapolis; Joseph Heimburger, Lyonsville; Horace Fleming Hill, Indianapolis; Charles L. Hopper, Hill, Indiana; Addison Armstrong Howe, Indianapolis; Walter Dean Howarth, Huntington; Richard Emmett Huggins, Indianapolis; Charles Elmer Hunsicker, Ellettsburg, Iowa; Vic Iozzo, Indianapolis; Edwin C. Joe, Indianapolis; Jake S. Koonce, Batesville; Whitley, Charles E. Lamb, Batesville; Robert Knox Lodge, Madison; Joseph Ray Maritz, Indianapolis; John Henry McCreary, Indianapolis; Glenn Mock, English; Henry Allen Moore, Zionsville; Gerald W. Poirer, Keokuk, Illinois; James E. Poirer, Martinsville; Cecil Dale Poole, Grays Creek, Indiana; Magnus R. Rosenfeld, Indianapolis; Julius Segalowsky, Indianapolis; John Timothy Sexton, Indianapolis; John William Sills, Lafayette; Leonard Leo Smith, Indianapolis; E. D. Snouffer, Ft. Wayne; Francis John Troy, Indianapolis; Gratton Patrick Wickham, Peru; Kenneth A. Weddle, Indianapolis; Clarence Elvin Wood, Indianapolis; John Marshall Wood, Westport.

**Senior Students Given**

Homer Earl Bailey, Huntington; Julian Hamberger, Indianapolis; Enoch Clements, Indianapolis; John William Colbre, Logansport; William Elmer Colbre, Indianapolis; William Elmer Craven, Indianapolis; James B. Davison, Centerville; David I. Day Jr., Rockport; John Lewis De Voss, Decatur; Lowell H. Ditzberger, Zionsville; Edward Stuart Everett, Terre Haute; Frank H. Fairchild, Indianapolis; Russell Arthur Gagnon, Goodland; John Goodnight, Bethany; West Virginia; Ella Choe Haines, Sullivan; Lynch, Lenore Goodson, Indianapolis; Alfred Ralph Hollander, Indianapolis; James Gainer Hughes, Indianapolis; George Lehman, Indianapolis; Bryant Day Livengood, Covington; Joe F. Lowmeyer, Sullivan; Scott Allen McDaniel, Indianapolis; Joseph Morris McKee, Indianapolis; Robert Patrick McVey, Ft. Wayne; Indiana; Gordon Meeker, Portland; Almond B. E. N. in Mendenhall, Indianapolis; Clarence Edward Niederhaus, Hammond; George Roger Paton, Indianapolis; Norman Edward Patrick, Indianapolis; Thomas Condon Prall, Indianapolis; Archie E. Ransom, Indianapolis; Harry Rubin, Indianapolis; John Joseph Ruffley, Indianapolis; Robert Francis Schaefer, Indianapolis; Robert Ramsey Sills, Lafayette; Lewis L. Logan, Logansport; Edward Neil Suber, Indianapolis; Edward Vance, Indianapolis; Dorothy Floy Tucker, Indianapolis; Fremont Neal Viner, Lebanon; John Richard Walsh, Martinsville; Joe E. White, Indianapolis; Max White, Indianapolis; Leonard S. Wolford, Indianapolis; Clayton Craig Wright, Hartford City.

## GAIN REVEALED IN U. S. DEBT

Increase in Three Years Exceeds Six Billions.

**By Times Special**

NEW YORK, Nov. 20.—The gross public debt of the United States, including a reduction of \$6,100,000, in the last three fiscal years to a total of \$22,500,000,000, more than doubling a reduction of \$61,100,000, effected in the preceding three years, according to an analysis of "The Federal Public Debt, United States, 1923-1933," issued today by the National Industrial Conference Board.

In the period from 1923 to 1930 government receipts, after payment of ordinary expenditures, including the statutory requirements of the sinking fund, yielded large surpluses, which were used for the reduction of the public debt. In those years the total debt was reduced from \$22,300,000,000 to \$16,200,000,000. In addition, extensive refunding operations effected a large reduction in annual interest charges.

While the fiscal year of 1930 ended with a small surplus, increased expenses in the following year, combined with a drop in revenues, produced a deficit. Since then deficits in current accounts caused by declining tax receipts and increasing emergency expenditures, due to the business depression, have been a continuing feature of federal finances, resulting in an increase in the public debt to a total of \$22,500,000,000 at the close of the last fiscal year, June 30, 1933.

A marked change in the composition of items of the government debt has taken place in the last three years. In the total debt of June 30, 1930, bonds formed 74.8 per cent while in the larger debt of June 30, 1933, their production was 63.1 per cent. Outstanding bonds increased only slightly after 1930, but other forms of debt increased to June 30, 1933, by \$4,241,000, bringing their aggregate to slightly more than twice that of three years ago.

**WILLIAM DAVIS TO PRACTICE LAW HERE**

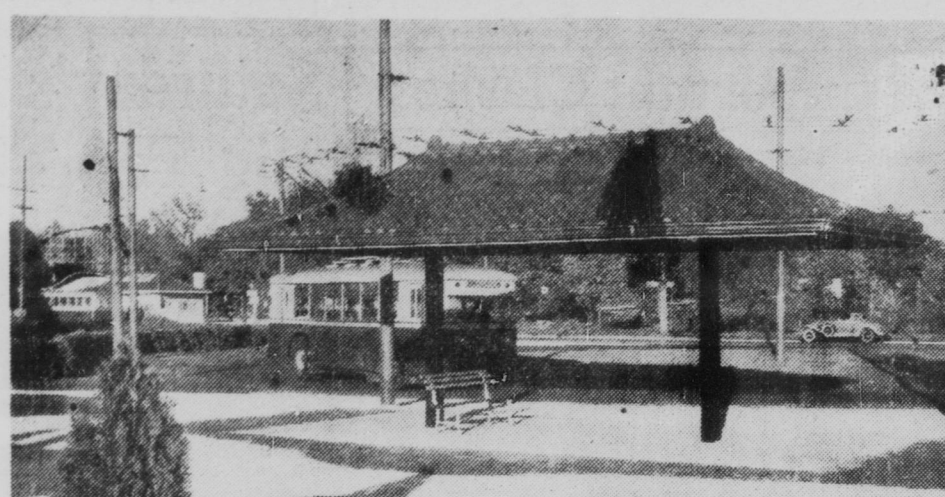
City Man Resigns as Assistant to U. S. Attorney-General.

Resigning as special assistant to the United States attorney-general, William G. Davis will enter the practice of law here in association with the firm of Baker & Daniels.

Mr. Davis is the son of Dr. and Mrs. Henry L. Davis, 148 Blue Ridge drive, and a brother of Henry T. Davis, Indianapolis convention bureau manager.

He was graduated from De Pauw university in 1925 and from the University of Chicago law school in 1928. Two years later, he received his appointment to the anti-trust division of the justice department.

## NEW WAITING SHELTER ERECTED BY STREET CAR COMPANY



An addition to many improvements recently completed by the Indianapolis Railways is the new waiting shelter, pictured above, erected at the Riverside-South Meridian trackless trolley car line. Cars make the run from this point downtown in nineteen minutes.

## 46 States to Eliminate City Accident Hazards

U. S. Public Works Funds Provide for Urban Auto Safety.

Forty-five states already have taken advantage of provisions in the public works act for the construction of street traffic facilities by reserving funds for such projects, according to Paul G. Hoffman, member of the street traffic committee, National Automobile Chamber of Commerce and president Studebaker sales corporation.

"The public works act provided that not less than 25 per cent of funds available for streets and highways should be spent on extensions of main highways through municipalities.

"To date, the average tentatively set aside for such projects amounts to about 29 per cent of the total, or probably \$120,000,000. State anticipation of urban traffic needs varies from a minimum of 11 per cent in Nevada and 15 per cent in Arizona, to 63 per cent in Massachusetts.

Other states above the average in setting aside funds for urban traffic improvement are West Virginia, 30 per cent; Washington, 31 per cent; Ohio, 30 per cent; Minnesota, 32 per cent; New York, 35 per cent; Michigan, 35 per cent; Illinois, 39 per cent; Indiana, 48 per cent, and New Jersey, 51 per cent.

While these funds may be spent only for construction, this would permit surface improvement, street widening, construction of through streets, by-passes, parkways and

## STEEL HOUSES PROVE POPULAR

Wheeling Firm Starts to Produce Prefabricated Dwellings.

**By Times Special**

NEW YORK, Nov. 20.—To the list of companies which are selling or getting ready to sell prefabricated dwellings, the name of the Wheeling Steel Corporation of Wheeling, W. Va., was added last month, says the section "Building Money" in the November issue of the Architectural Forum. The Wheeling Steel Corporation becomes the second old-line steel producer to test the prefabrication principle by building a house.

Wheeling's house was designed by the Cleveland architects, Charles Bacon Rowley and Associates, to whom free exercise of color is a principal part of the job of designing this type of house. The Architectural Forum describes the appearance of the porcelain-enamelled, steel-plated exterior of the house as follows: "On a body of medium gray certain panels and pilasters stripe upward in blue-gray. The cornice pieces of out-of-date pieces often can be accomplished by a little carpentry work before the furniture is refinished in paint, lacquer, enamel, varnish or stain. Old-fashioned bedroom pieces lend themselves particularly well to modernization. Mid-Victorian beds may have the high headboard cut down to the height of the footboard, or the headboard may be removed entirely, and the footboard used as the head. Iron and brass beds with little knobs may also be improved by removing the knobs and filling the holes with putty before painting.

Table, cabinet, chiffonier and other chests of drawers are neater and easier to keep clean if painted or varnished on the inside.

The inside finish consists of plaster on metal lath, supported in the case of partitioning by the Wheeling Corrugating Company's patented steel studs which take the place of the customary two-by-fours. Outside, mineral wool is stuffed between the flanges and porcelain-enamelled steel plates are screwed on to furring channels welded to the wall sections.

The floors consist of fabricated channels with ten-inch top and two-inch bottom flanges. When welded at six-inch intervals, the surface is a smooth steel deck over which a wooden floor is laid.

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## LOCAL DEALER TO SHOW NEW NORGE STOVES

'Broilator' Will Be Sold in This Territory by Gibson Company.

Norge Corporation, Detroit, manufacturers of Broilator Refrigeration and other home appliances, has selected Indianapolis as the first key center in which to introduce its new Norge Broilator stove. The new Norge product represents a departure from customary cooking methods and will revolutionize short order cooking, it is claimed.

Prominent local restaurant men assert that it is the most unique development in the field of commercial cooking equipment in the last twenty-five years.

The Gibson Company, Norge distributors for this district, will handle distribution of this new device. During the last week, this concern entertained over 300 restaurant and hotel owners, as well as gas company representatives from thirty Indiana cities in a two-day demonstration of the Norge Broilator stove.

Window demonstrations are planned at an early date to acquaint the public with the stove, according to E. M. Steves, manager of the home appliance division of the Gibson Company.

**Is Radical Improvement**

"The new Norge Broilator stove," said Mr. Steves, "was sensationally received by all who have seen it demonstrated. It is a radical improvement upon all existing cooking methods; representing, in fact, six forms of cooking in one operation. Believe it or not, the Broilator requires no flues. It is odorless and smokeless.

"Bacon, bread, garlic and even rubber bands have been burned to powder in connection with its demonstration and no noticeable smoke or smell has resulted.

"The Broilator fires simultaneously from top and bottom. The entire meat surface is immediately seared as the Broilator operation is started. This seals in the rich natural juices of the meat and produces a flavorful delicacy of taste that has never before been experienced. Even the cheapest cuts taste more luscious and tender than expensive meats when broiled this way.

**Food More Appetizing**

"Broiled food not only is more appetizing but more nutritious, more easily digested and, consequently, more healthful. No turning is required during the cooking process. No grease or cooking oils of any kind are used.

"The Norge Broilator Stove is a marvel of speed and economy. It broils in half the time required by the usual cooking process. For this reason, it is an ideal model of cooking can be done in half the time and space. Thus, this new product is very small and compact."

At present, the Norge Corporation is introducing commercial models only. Within the next year it is said that a domestic model will also be announced. The present unit is being installed for home use in many cases where basement recreation rooms exist, or where a considerable amount of entertaining is done regularly.

## NEW SERVICE OFFERED

Foreign Air Express Shipments to Be Accepted.

Arrangements whereby shipments by European air express service will be accepted at all Postal Telegraph offices for delivery in all cities in Europe, Asia and Africa serviced by Imperial Airways, were announced today by Transcontinental & Western Air, Inc.

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Does Your Car Shimmy, Wander, or Steer Hard?  
Such Defects Are Easily Corrected Without Much Expense  
INDIANA CARBURETOR AND BRAKE SERVICE  
325 N. Delaware St. LI. 1876

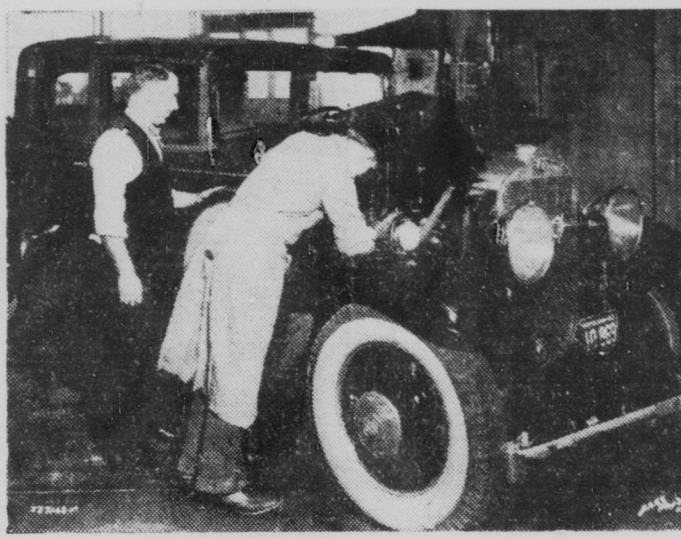
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## AUTO ADJUSTMENTS NEEDED IN COLD WEATHER



The recent cold weather caused many motorists to realize the need of having necessary adjustments and repairs made on their cars, according to Eddie Pummell, manager of the Indiana Carburetor and Brake Service, 325 North Delaware street, who is shown above, supervising the adjustment of the carburetor on a customer's automobile.

"Hard starting, on a cold morning, usually can be corrected by a general motor tune-up, which includes adjustment of timing points, spark plugs and the ignition system, and adjustment of the carburetor for winter driving," said Pummell.

"Faulty brakes, too, should be adjusted or relined if necessary before real winter sets in."

## Low Price Paints Held Really Most Expensive

Poor Covering Quality and Lack of Durability Prove Costly.

**By Times Special**

WASHINGTON, Nov. 20.—Cheap paints and varnishes are actually the most expensive in the long run, is the warning to home owners sent out by the scientific section of the American paint and varnish industries in a recent report based on laboratory tests.

The cost of upkeep painting on the average home is increased greatly by the use of inferior products, according to Dr. Henry A. Gardner, director of the paint industry's bureau of scientific research.

Low grade paints, it is pointed out, often contain high percentages of water and petroleum solvents, all of which evaporate rapidly and fail to contribute to the durability of the paint film. Such paints also have very poor covering qualities and color value, and, when exposed, fade and break down quickly.

## ILLINOIS CENTRAL TO REDUCE FARES DEC. 1

Lowest Will Be 2 Cents a Mile as Compared to 3.6 Now.

New low prices for travel on the Illinois Central railroad have been announced by L. A. Downs, president, to become effective Dec. 1.

On all lines of the system the new fares will be:

In coaches and chair cars, 2 cents a mile, both one-way and round trip; in sleeping and parlor cars, 3 cents a mile one-way, 2½ cents a mile round trip for the longer return limits; 2 cents a mile round trip for the shorter return limits.

In addition, the much-discussed Pullman surcharge will be eliminated, resulting in a further reduction to travelers amounting to one-third in the prices of sleeping and parlor car accommodations.

The new fares are being published for a period of six months. Their extension thereafter will depend upon the response of the public during the trial period.

Compared with the present basic fare of 3.6 cents a mile and allowing for the Pullman surcharge, the reductions are as much as one-half in some cases.

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**INDIANAPOLIS RAILWAYS**

## DATA SOUGHT ON LOW COST HOME DEMAND

Builders Hope to Impress Loan Agencies of Government.

**By Times Special**

CHICAGO, Nov. 20.—When residential builders from all parts of the United States meet in Washington, D. C., Dec. 4 and 5, they will have with them "irrefutable" figures and data to show the government lending agencies that there is a nationwide demand for new low cost homes, according to Elizabeth Mary Shoemaker, Chicago, chairman of the publicity committee of the Home Builders and Land Developers National committee.

The committee is seeking a billion dollars of money already appropriated in the PWA, Home Owners Loan Corporation, and other funds for first mortgage financing of new structures.

Two thousand questionnaires were mailed from the committee's headquarters in Cleveland to every firm and individual in the business, and incidentally, a careful check by the committee reveals 2,000 firms still are in this business.

## PWA Desires Proof

These questionnaires not only will take a poll of the amounts wanted individually in each community, but will collect some tremendously interesting data on savings actually ready to go into this market from each community and on the occupations where such savings are to be found.

"The PWA officials have stated that loans for residential construction might be granted to private building companies if they could be certain that a demand existed among employed people," says Miss Shoemaker.

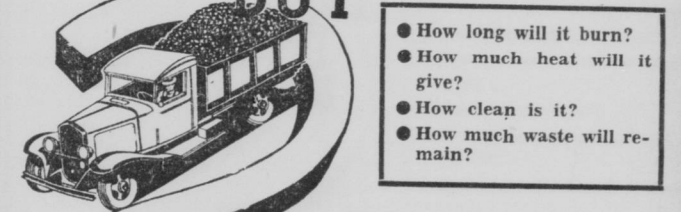
"We know that we have a demand throughout the country but we are going to show it to the Washington officials, community by community, in order to be convincing."

## Human Side to Be Shown

"In addition, we will show the exact occupations of the people who want these new homes so that the Washington meeting can say to Secretary Ickes, 'There are 10,000 public utility employees, 5,000 clerks, and so on, through the classifications we will develop, who want homes.'

"Another feature of the Washington meeting is to be the assembling of an actual petition from the public which will ask President Roosevelt and Secretary Ickes to make loans to the builders in their own communities."

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