

RADICAL CHANGES IN CITY TRANSPORTATION SYSTEM IS PROPOSED BY STREET CAR CO.

Plan Would Facilitate Passenger Traffic
Through Crosstown Connections;
Taken Under Advisement.

Proposed plans for radical changes in the bus and street car transportation system are under consideration by the board of works.

The changes, introduced by the Indianapolis Railways, Inc., would facilitate passenger traffic in the city through crosstown connections and would provide transportation to sections of the city not accessible by street car or bus, board members said.

Trackless trolley buses will be put on eight lines under the plan and several other lines will be abandoned or re-routed.

Before approval is given to the plan, a house-to-house canvas will be made to ascertain the attitude of the people affected by the abandonment and rerouting, the board promised. A public meeting will be held by the board before final action is taken.

Crosstown service will be facilitated by the placing of trackless trolley buses on the following lines: Brookside-West Michigan; Brightwood-West Indianapolis; Columbia-Indiana; Northwestern - Garfield Park-English avenue; West Tenth-Prospect-South East; South Meridian-Riverside; East Tenth street and Pennsylvania street lines.

Two Lines Would Be Dropped
The Indianapolis Railways Inc., would abandon the Garfield Park street car line from Madison avenue and Morris to Lincoln and East streets.

Also in line for abandonment is the Brightwood and Madison avenue motor coach lines. The Madison avenue line extends from Morris and Union streets to Minnesota and Madison avenue.

In place of the Brightwood bus line, a trackless trolley would be rerouted from Roosevelt and Tacoma avenues to follow the Brightwood motor coach line to Twenty-fifth and Gale and on Gale to Thirtieth and Sherman drive. A feeder line would extend from Columbia avenue to Thirtieth street.

A new section of the city would be opened to transportation facilities by the proposed rerouting of the Prospect trackless trolley west on Prospect to South East street and north on East street to Virginia avenue.

The Garfield trackless trolley would be rerouted south on Delaware street to Morris street and east on South East street to Raymond street, under the plan.

Other changes contemplated by the railway company are the abandonment of the following street car lines:

Alabama street line from Ft. Wayne to Nineteenth streets; Garfield park line from Madison and Morris to Lincoln and East streets. The Mars Hill line would be abandoned altogether and bus service substituted.

Rerouting on several bus lines has been proposed. These lines are Riverside, to Thirtieth street via North Meridian instead of Delaware street; the Thirtieth street crosstown bus would be extended to Kenwood street; the Twenty-fifth street feeder would be extended north on Columbia to Thirtieth street.

The board pointed out that through extending the system of crosstown lines that the public will not be required to make so many transfers, thus effecting a 2 cent savings on many lines.

CCC YOUTH IMPERILS
LIFE TO SAVE BUDDY
Leg Amputated, Hero Hopes He Still Can Be Radio Operator.

PORTLAND, Ore., March 8.—Hero of the western Washington CCC camp, Johnny Wilson, 18, of Iowa, worried today only about the possibility that loss of a leg would interfere with his dream of becoming a radio operator.

Young Wilson gallantly leaped into the path of a falling tree to push a fellow-worker from the danger zone.

"Better that it was me," he told rescuers when they lifted the tree that had crushed his leg. "He has a family, I haven't."

Another worker held a tourniquet on the injured leg as an ambulance sped over mountain roads to bring Johnny to the hospital here.

"There's a buddy for you," the injured youth said to attendants on arrival.

STANDARD OIL FIRM
TO TRY 5-DAY WEEK
Office Employees in 14 States to Get Saturday Off.

CHICAGO, March 8.—A five-day week for office employees of the Standard Oil Company of Indiana, effective April 1 in fourteen states, was announced here today.

The five-day week will affect employees in the general, refinery and sales division offices. The release of the workers all day Saturday was authorized in response to petitions from employee groups in the Chicago, Detroit, St. Louis and Quincy, Ill., offices.

The new schedule calls only for rearrangement of working hours, it was explained, because office employees already are working on the oil co.'s forty-hour week.

KIN OF POET LEAVES
\$250,000 TO RELATIVES
Longfellow's Daughter Wills \$23,000 More to Charity.

CAMBRIDGE, Mass., March 8.—Public bequests of \$23,000 and private bequests of upward of \$250,000 are provided in the will of Mrs. Annie Longfellow Thorpe, 78, last daughter of the poet, Longfellow.

Mrs. Thorpe, the "Laughing Al-legra" of "The Children's Hour," left \$50,000 to each of five daughters and also made them her residuary legatees.

SWEDISH PRINCE WEDS ACTRESS



Prince Sigvard and His Bride

LONDON, March 8.—Prince Sigvard of Sweden, grandson of King Gustav V, today married Erika Patzek, beautiful blond German motion picture actress, at Caxton Hall register office near Westminster Abbey. In so doing he made great sacrifices on the altar of love.

As the brief ceremony was conducted, the Swedish Riksmarskalk—lord high chamberlain—was on his way to Stockholm to issue decrees depriving the prince of his royal status for marrying a commoner. He will be deprived of the right of succession to the throne. He is third in line as the second son of Crown Prince Gustav Adolf.

The ceremony was most simple—dramatic in contrast to the solemn ceremonials to which royal princes such as Sigvard are destined if they obey the laws of their countries restricting their choice of wives to officially approved princesses.

There was no best man and no reception. The bride's brother, George Patzek, and Sigvard's lawyer, George Gordon, were the only official witnesses.

Sigvard was dressed, as usual, in a gray suit, with a blue overcoat. Miss Patzek wore a blue tailored suit with a spray of white flowers. Both looked tense as if conscious of what Sigvard was sacrificing by defying his family and his country's laws.

Police held back a crowd of 500 persons outside the register office. It was noteworthy that, in the brief ceremony, Miss Patzek said: "I take thee, Sigvard, Prince of Sweden, to be my lawful wedded husband."

DON IRWIN WILL DISCUSS STATE ADMINISTRATION

Republican Editors to Hear
Talk on Government
Under McNutt.

"State Government Under Governor McNutt" will be the title of an address to be given by Don B. Irwin, Republican state chairman, at the gridiron dinner of the Republican Editorial Association tomorrow night at the Severin.

The editors will open a two-day session at noon and close with the annual banquet at the Claypool Saturday night.

Other gridiron speakers will be Robert R. McCormick, publisher of the Chicago Tribune, and Senator Arthur R. Robinson.

Paul Bausman, Washington, is chairman of the committee on arrangements. Arthur K. Remmel, Fr. Wayne, president of the association, will preside.

Speaker Saturday night is Representative James M. Beck of Pennsylvania, "new deal" foe.

INCOME TAX RETURNS DROP, FIGURES SHOW

Filing Falls Behind Last Year in
Early Months.

WASHINGTON, March 8.—Income tax returns since Jan. 1 have dropped to 820,469 from 826,976 in the corresponding period of last year, but internal revenue bureau officials estimated today that this year's full returns would equal or exceed the 4,920,608 returns of the entire filing period last year.

QUARTET SINGS BEFORE M. E. CHURCH



Members of the quartet which appeared before the North M. E. church last night are Howard Clayton, Robert H. Schliecher, Harry Payne and Karl R. Fredericks.

Schutz Attacks New Deal Before City Bar Group

Brain Trust Has Neglected
Distribution Problem,
Says Professor.

Charging evasion of the task of lifting American people from the depths of depression because of the desire to center their efforts on production and refusal to tackle the problems of distribution, Professor J. Raymond Schutz of Manchester college, North Manchester, last night attacked government officials, members of the "brain trust" and federal agencies.

Professor Schutz ran for congress on the Republican ticket in the last election. Professor Schutz addressed members of the Indianapolis Bar Association at a dinner-meeting at the Columbia Club. His subject was "Reconditioning Our Ideals for an Age of Disillusionment."

The professor of economics outlined six requisites for the rebuilding of America, which, he said, had been destroyed economically because of factors involved in the World war.

"These requisites are faith, which must serve as the foundation of the new America; service, which must serve as the motive; co-operation, which must become the method; the golden rule, which must be the law; optimism, which will become the guiding spirit, and character, which must be the goal," Professor Schutz declared.

LONDON DENIES PLAN TO REGAIN WRIGHT PLANE

U. S. Societies Have Made
No Requests, Museum
Officials Say.

LONDON, March 8.—The first motor-powered airplane to take the air with a human load now hangs in the British Science Museum here.

It was made and flown by Americans. But this original machine of the Wright brothers, which made its epoch-making flight at Kittyhawk, N. C., has been in Britain since 1928.

The director of the museum denied today that any overtures had been made by any American institution, including the Smithsonian, to acquire the exhibit.

The plane, with the dummy of a pilot stretched at full length on a wing close to the body of the machine, hangs between one of the earliest types of glider known and a modern low-winged seaplane, capable of more than 300 miles an hour.

The huge hall which houses the machine is filled with other records of man's attempts to conquer the air. The biplane in which Alcock and Brown first flew the Atlantic hangs next to the tiny Moth in which Amy Johnson made her first flight to Australia.

Parts of the first model to make a free flight under power, which was furnished by a small steam engine, lie beneath a reconstruction of the same machine. This model was constructed by John Stringfellow as far back as 1848, and has two four-bladed propellers.

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