



The Indianapolis Times

Fair and continued cold with probably frost tonight; tomorrow fair.

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URGE BARRIERS FOR DEAD END CANAL STREETS

Action Follows Fatal Auto Plunge at Alleged Illegible Sign.

WATER CO. OPENS QUIZ

Safety Board President Says Utility Should Place Blockades.

Action to substitute barriers for the alleged illegible sign at Engle street and the canal, following the death early yesterday of Mrs. Margaret Stewart, wife of a prominent Lebanon attorney, and the submergence of three other women, after their automobile plunged into the water, was being urged today.

Charles R. Myers, president of the safety board, stated last night that he would urge that the Indianapolis Water Company, owners of the canal, be forced to construct barriers at the dead-end streets leading to the canal.

Declaring that he did not consider the erection of barriers a responsibility of the city's safety board, Mr. Myers added that he also did not consider as especially hazardous the site of the fatal accident.

H. A. C. Put Up Sign

The wooden warning sign at Eugene street and the canal was placed there voluntarily by the Hoosier Motor Club, Todd Sloope, secretary-manager of the club, said today. Mr. Sloope said that an iron reflector sign should be placed at this dangerous spot, but that it was not the responsibility of the club to purchase it.

The responsibility rests between the city and the water company, Mr. Sloope asserted. The property along the canal is privately owned by the Indianapolis Water Company.

However, Mr. Sloope added, the club would place an adequate sign at the dead end for humanitarian reasons, if the city or the water company does not take steps to protect motorists there.

Last Rites Planned

Last rites for Mrs. Stewart were to be announced later today. Her body was found three miles below the scene of the tragedy at Blackford and West streets, where it had been carried by the swift current.

In the car at the time of the fatal accident besides Mrs. Stewart were Mrs. Charles Park, Mrs. J. R. Spelbring and Mrs. Helen Ruhl, all prominent Lebanon club women. The women had attended a meeting of the Order of Eastern Star here and were returning to Lebanon, when Mrs. Park at the wheel.

A traffic jam at Thirtieth and Clifton street caused the women to change their route. Mrs. Park thought she was on Twenty-ninth street where a bridge crosses the canal, instead of Eugene street, which has a detour.

Pulls Away from Rescuers

The women screamed as the car suddenly left the pavement and crashed into the water at the end of the street. It sank rapidly until only a few inches of the roof was visible above the surface.

Jesse Warren and J. B. Candy, city youths, heard the car plunge into the water and without hesitation, dived into the water and rescued all four women. As they pulled Mrs. Stewart from the stream, she pulled away from her rescuers and began swimming downstream. They lost sight of her in the darkness as they quickly returned to the work of rescuing the other women.

Following the accident, Mr. Myers said he conferred with Frank C. Jordan, secretary-treasurer, and W. C. Mabee, engineer of the Indianapolis Water Company, on the erection of barriers at the dead end streets. He said the utility officials promised an investigation.

ADAMS DENIES SEEKING PARTY CHAIRMANSHIP

Road Chief Says He's Not a Candidate for Democratic Leadership.

"I am not a candidate for the Democratic state chairmanship, nor would I accept the post if offered to me," James D. Adams, chairman of the state highway commission, announced today.

Mr. Adams has been on the list of those whose names are being mentioned as a possible successor to Dr. Carleton B. McCulloch, who has announced his intention to retire as state Democratic chairman at the reorganization of the committee May 19.

Others being mentioned are Omer Jackson, Greenfield, Eleventh district chairman, and Ed Elser, Seymour. Either would be acceptable to Governor Paul V. McNutt, the Governor said today, in commenting upon Mr. Adams' refusal to consider the place.

Evansville Man Auto Victim

EVANSVILLE, Ind., April 12.—Injuries received in an automobile accident, fatal today to I. H. Appenfeld, 60, Evansville.

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INSULT PUT ON SHIP BY TURKISH OFFICIALS FOR RETURN TO U. S.

By United Press

ISTANBUL, April 12.—Samuel Insull boarded a ship today for Smyrna, en route to the United States.

It was planned to take the aged former utilities magnate to Panderna on the little passenger steamer Adnan and thence to Smyrna by rail.

At Smyrna, Insull will board the steamer Exilona for the 5,000-mile trip to New York.

At the last moment, however, authorities put the American fugitive on the steamer Adana which replaced the Adnan.

Insull was removed from prison at 8:08 p. m., protesting bitterly at "invasion of my rights."

Journey from prison to ship was without incident.

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STRIKE THREAT RUMBLES OVER AUTO INDUSTRY

Employers, Workmen Are Deadlocked in Tool, Die Dispute.

20,000 MAY WALK OUT

20 Per Cent Pay Raise Is Demanded by Union

Men; Refused.

By United Press

DETROIT, April 12.—The ever-increasing rumble of labor controversies over the teeming motor plants threatened today to cause a crippling strike. Employers and workmen fought over a deadlocked issue in the vital tool and die industry.

Employers flatly refused demands for 20 per cent pay increases and a thirty-six-hour, five-day week. Speaking through their association of automobile tool and die manufacturers, they charged the Mechanics Educational Society, an American Federation of Labor affiliate, with jeopardizing the President's recovery program.

Although only 5,000 workmen from sixty-two tool and die plants will be on strike, a decision on the threatened midnight walkout would affect 20,000 tool and die workers.

The strike order would call thousands from their machines in the larger plants not directly concerned in the controversy.

The cessation of tool and die production would make itself felt in practically every automobile company here, all of which are now operating at 90 per cent of capacity in a boom year.

The Mechanics Educational Society was refusing to discuss the controversy because of the larger issue of company union membership.

Workers Are Scored

Association spokesmen pointed out that if a strike is ordered, it will result eventually in the automobile companies firing their tool and die plants outside the city. Some tool and die production is handled at present in Dayton, Cleveland, Chicago and Buffalo for Detroit plants.

In a statement explaining their position, the manufacturers accused the workers of acting to impede business recovery by assuming an "extremely arbitrary" attitude in the present dispute. Tool and die workers in this area, employers said, are receiving higher wages than in other parts of the country.

Mathew Smith, general secretary of MESA replied that wages were not the only issue involved; that many already were paying the higher scale and that it was just another attempt of automobile manufacturers and their affiliates to uphold company unions.

Auto Board in Action

The MESA also is handling wage and hour demands of workers in the Ternstedt Manufacturing Company, the Fisher Body Corporation and the Midland Steel Products Company. A strike of 800 men at the Detroit-Michigan Stove Company which was called by the society, and minor strikes in other industries, are being served to add to the city's labor problems.

Meanwhile, the recently-created automobile labor board is concerned with settling charges that 241 men employed in the Chevrolet and Fisher plants at St. Louis have been discriminated against by their employers.

blank for the prisoner's age. A corrected verdict with the age figure was brought in and Judge Slack immediately sentenced Kelly.

"If you had listened to your attorney, E. D. McElfresh, you would have gotten off with a lighter sentence. But you took the case out of his hands," said Judge Slack as he sentenced the bandit.

A proffer of a ten-year sentence, if a guilty plea was taken, was refused by Kelly. He then took the case out of the hands of the pauper attorney and cross-questioned witnesses as well as made his own closing arguments to the jury.

whether the sound and fury of recent Republican attacks were based on wishful thinking or were actually reflecting a change of heart among the voters. They broke into cold sweats whenever any one talked about rubber-stamp congressmen, subservient to a "dictator" in the White House.

Into every corner of the capitol building had crept the rumor that the "ins" were to be punished this year.

Instead of that the first primary of election year, providing one of the most severe tests conceivable, has demonstrated that the "ins" and the recovery program still rate top-notch with the folks back home.

Illinois, normally Republican, served with four Chicago newspapers that have fought the Roosevelt program without quarter, went to the polls on the very day that Dr. William A. Wirt's red brain trust scare was being blown across the front pages and registered an overwhelming endorsement of what has been done and what is proposed.

Democrats polled a majority of the popular vote cast. Democratic candidates received twice as many votes as they did in the last off-year election; Republicans half as many.

Every Democratic congressman endorsed by the party organization was re-elected. Secretary of Interior Ickes was successful in bringing about defeat in the Republican primaries of James Simpson Jr., who had not supported the recovery program.

Democrats who voted with the President on the veterans bill were just as successful as those who were afraid and voted with the veterans. The battle-cry "Stand By The President," seems to have regained its old potency.

Democrats who feared they'd be ousted because they had been unable to get political jobs for their friends came through without a scratch.

The election returns should oil the creaking legislative machinery and make it function smoothly in defeating inflationary bills and enacting regulatory ones. Particularly the stock market bill.

Two weeks from now South Dakota and Alabama will hold primaries, but the voting there will shed little new light on public reaction to the Roosevelt program. No one is lacking it. On May 8 Indiana has primaries, but the administration's loudest-mouthed critic, Senator Arthur Robinson, faces no opposition until November.

Oddly, the next major test between critics and supporters of Roosevelt comes in the Republican senatorial primaries in Pennsylvania, May 15. Senator David A. Reed is anti; Governor Gifford Pinchot, who wants his seat, is pro.

Pennsylvania voted for Hoover in 1932, but since then there has been more than one indication that the state's dock-ridden regularity has crumbled. Pittsburgh has a Democratic mayor and in Philadelphia a combination of Democrats and independent Republicans swept a new city administration into office.

City School Children Left Unguarded as Police Are Shifted to Protect Mills

School children—even tottering kindergarten babies—have been forced to cross dangerous city intersections without police protection since the start of the strike at local hosiery mills. April 6, The Times learned today.

Police ordinarily assigned to safeguard the lives of city school children, as they go to and from their homes to school, have been ordered to guard the property of the hosiery mills by Chief Mike Morrissey, leaving the guarding of the school crossings to janitors and children.

Forty-three policemen out of forty-six usually assigned to watch over the lives and safety of children at schools have been assigned to strike duty. The Times learned today.

Paul C. Stetson, superintendent of schools, said that the police department informed him today that due to an "emergency" traffic protection could not be furnished all public schools.

While the situation prevails, janitors will stand guard at dangerous street crossings and the school traffic patrols will be instructed to increase their vigilance.

A. B. Good, business manager of the school, deplored the fact that the city policemen temporarily have been taken off the intersections and placed on strike duty.

"The danger lies in some motorist disregarding the janitor dressed in civilian clothes and maiming or killing a child," said Mr. Good. "The janitors and the schoolboy patrol, who are acting in the emergency, are doing their best, but of course are not as effective as police officers."

Mr. Good revealed that the following letter, signed by Chief Mike Morrissey, was received by the school board April 6. It was addressed to Mr. Stetson:

"Due to an existing emergency, it is indefinite just when we will be able to take over the policing of school crossings. Therefore, advise that custodians and schoolboy patrols police the crossings until further notice."

No Violence in Strike

Persons interested in the safety of the school children pointed out to The Times that no serious disorder has marked the strike of hundreds of hosiery workers. No property has been destroyed at any of the three mills where employees have participated in the strike.

Sergeant Timothy McMahon, head of the accident prevention bureau of the police department, told The Times that policemen ordinarily are stationed at school crossings from 7:55 a. m. to 8:15 a. m. and from 11:55 a. m. to 12:10 p. m. in the forenoon and from 12:55 to 1:15 p. m. and 2:55 p. m. to 3:10 p. m. in the afternoon.

Sergeant McMahon said that eighteen motorcycle policemen had been ordered to watch school crossings at especially dangerous intersections such as Forty-sixth street and Central avenue during the emergency. Part time police details also have been assigned to guard the crossings at St. Catherine's school, 1115 East Tabor street, and Sacred Heart school, at 1518 Union street.

Schoolboy Patrols Praised

Praising the schoolboy patrol, Sergeant McMahon said: "It is in cases like this that such an organization shows its worth."

Albert Schlessner, secretary to Chief Mike Morrissey, denied today to a Times reporter that a letter had been sent to the school board relative to the situation.

Assistant Chief Fred Kennedy of the fire department, in the absence of Chief Voshell, told The Times that as far as the firemen had been asked to substitute for the policemen on the school crossings nor have firemen volunteered for the duty.

Unguarded Schools Listed

The schools left unguarded by police and location where police were stationed are: School No. 3, Washington and California; No. 14, Washington and Lincoln; No. 18, Michigan and Sherman drive; No. 58, New York and Lincoln; No. 85, Washington and Arlington; No. 15, Belleville and Michigan; No. 15, Massachusetts and Avondale; No. 46, College and Sixteenth; No. 33, Sterling and Tenth; No. 15, Keystone and Michigan; No. 10, Massachusetts and Tenth; No. 32, Meridian and Twenty-first; No. 60, Pennsylvania and Third; No. 6