

NEW DETOURS ANNOUNCED BY STATE BOARD

Motorists Asked to Drive Carefully Past Road Workers.

Addition of several detours, completion of several surface treatment projects and a change in the detour on Road 40, between Cumberland and Greenfield, were announced by the Indiana state highway commission.

The commission also warned motorists to drive slowly past gangs of laborers engaged in shoulder widening, which is in progress in many sections of the state.

Detours due to construction are:

Road 1—Detour through Bluffton, account street repair and bridge construction, is one mile.

Road 2—One and one-half mile detour in Adams, account removing car tracks. Three and one-half mile detour at south end of Elkhart, account construction, is over pavement and good gravel.

Road 3—Detour from 0.7 mile south of Vernon at junction of roads 7 and 3 to Elkhart is by way of Madison and then road 56.

Road 4—Detour from 1.7 miles, Detour west of junction road 40, account of construction, is two miles over stone road.

Road 5—Detour from Huntington to one mile north of road 14, account of paving, is ten miles over good gravel.

Road 6—Detour from Columbus to one mile north of road 14, account of construction, is over city streets. Detour from Shelbyville to Greencastle, account paving, is fifteen miles pavement and seven miles good gravel.

Road 7—Detour from Michigan City, account construction, is 2.7 miles over pavement.

Paving Near Noblesville

Road 13—Detour from U. S. 30 to North Webster, account surface treatment. From June 2, Detour good. Detour from Noblesville north, account paving, is two miles concrete and ten miles fair gravel.

Road 20—Detour just west of Chester, account over road construction, is 1.4 miles for west bound traffic; 2.2 miles for east bound traffic.

Road 21—Short detour in Muncie over city streets.

Road 22—Detour from one and one-half miles west of Shelbyville, account of construction, is over city streets.

Road 23—Detour from one and one-half miles east, account of paving, is six and one-half miles over good gravel.

Road 24—Detour from Portland, account construction, is over city streets.

Road 25—Detour from Williamsport, account construction, is over city streets.

Road 26—Detour from Tipton, account of paving, is seven miles over good gravel. Short detour in Tipton account of resurfacing, is over city streets.

Shelbyville Repairs

Road 27—Run-around at five miles north of Shelbyville, account of bridge construction, one-half mile detour of Greencastle, account of construction, is over city streets.

Road 28—Detour from Jeffersonville, Franklin and Kokomo, account of construction, is over city streets.

Road 29—Detour from Jeffersonville, account of paving, is ten and one-half miles, fair gravel, narrow. Short detour in Morganstown, account construction of city street.

Roads 37, 50 and 58—Detour in Bedford, account construction, is over city streets.

Road 40—Between Greenfield and Greencastle, account of construction, traffic over five tons, detour between Indianapolis and Greenfield over Routes 52 and 9.

Greencastle Detour

Road 43—Detour from southbound traffic from one mile south of Greencastle to one mile north of road 14, account of paving, is ten miles over good gravel and stone road with one weak bridge. Northbound traffic detour east from junction 40 and 43, thence into Greencastle, for heavy traffic, weak bridge.

Road 45—Three-ton load limit on bridge one-half mile east of Greencastle, account grading and structures, is 10.3 miles over good gravel and bituminous pavement.

Road 50—Bridge run-around four miles north of De Motte, account construction. Detour in Crown Point, account construction, is over city streets.

Road 56—Detour from Guilford to Dover, account grading and structures, is 10.3 miles over poor gravel. Detour from U. S. 150 to Palmyra, thence thirty-five to Salem. Detour in Hazelton, account of construction, is one mile over good gravel.

Load Limit on Bridge

Road 58—Four ton load limit on bridge two and one-half miles west of Heltonville.

Road 63—Detour north of Clinton, account bridge, detour, is four and one-half miles over fair gravel and pavement.

Road 124—Detour at six miles west of Butler, account bridge construction, is four miles over good gravel and bituminous pavement.

Road 136—Detour from road 43, east account construction, is six miles over good gravel.

SEEKS STATE POST



Candidacy of Lawrence F. Orr, former chief examiner of the state accounts board, for the state auditor nomination in the Republican state convention Tuesday, was announced today.

Mr. Orr became an accounts board examiner shortly after the department was established in 1910 and from 1922 until start of the present Democratic administration, was chief examiner.

Oil and Greencastle over Routes 52 and 9.

North detour marked for traffic under five tons weight between Greencastle and Cumberland.

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FIRM ADDS NEW CABS

Sixteen 1934 Fords Purchased by Red Cab Company.

Purchase of sixteen new 1934 Fords as additional cars for the Red Cab fleet was announced today by Tom Ruckelshaus, president of the company.

The Red Cab Company now has a fleet of eighty-one cars.

EAST SIDE

EMERSON 4630 E. 10th St. Double Feature Donald Cook "FURY OF THE GLE" "DARK HAZARD"

Sun. Double Feature—Jimmie Cagney "JIMMIE THE GENT" Ramon Novarro—Jeanette MacDonald "CAT AND THE FIDDLE"

Hollywood

"HELL AND HIGH WATER" "CROSBY CASE"

Sun. Double Feature—Rudy Vallee "GEORGE WHITE'S SCANDALS" George O'Brien "EVER SINCE EVE"

New Jer. at E. Wash. Double Feature Thelma Todd "THE POOR RICH" "LIGHTNING RANGE"

PARAMOUNT

Sun. Double Feature—Ken Maynard "STRAWBERRY ROAN" Spencer Tracy—Maude Evans "THE SHOW OFF"

Hollywood Double Feature Spencer Tracy "THE SHOW OFF" "EVER SINCE EVE"

Sun. Double Feature—Edw. G. Robinson "DARK HAZARD" Constance Bennett—Franchot Tone "MOULIN ROUGE"

PARKER

"DAVID HARUM" "I'VE GOT YOUR NUMBER"

Sun. Double Feature—Neil Over "DAVID HARUM" Paul Muni—Glenda Farrell "HI NELLE"

SOUTH SIDE

Fountain Square

Double Feature Zasu Pitts "SING AND LIKE IT" "WHEELS OF DESTINY"

Sun. Double Feature—Jimmie Cagney "JIMMIE THE GENT" Frank Buck "WILD CARGO"

Prospect and Shelby Double Feature "KENNEL MURDER CASE" "TRAIL DRIVE"

SANDERS

Sun. Double Feature—Will Rogers "DAVID HARUM" Ed. Lowe—Victor McLaglen "NO MORE WOMEN"

1108 S. Meridian Double Feature John Wayne "SAGEBRUSH TRAIL" "FROM HEADQUARTERS"

ORIENTAL

Sun. Double Feature—Joan Blondell "I'VE GOT YOUR NUMBER" Rudy Vallee "GEORGE WHITE'S SCANDALS"

Prospect at Charman Double Feature Edmund Lowe "NO MORE WOMEN" "VOICE IN THE NIGHT"

AVALLON

Sun. Double Feature—Zasu Pitts "LOVE BIRDS" Sylvia Sydney—Margaret March "GOOD DAME"

WEST SIDE

DAISY

2340 W. Michigan Double Feature Bargain Nite "FLAMING SIGNAL" "DRUM TAPS"

Sun. Double Feature—Joan Blondell "I'VE GOT YOUR NUMBER" Norma Shearer—Robt. Montgomery "RIPTIDE"

W. Wash. at Belmont Double Feature Zasu Pitts "MAN OF TWO WORLDS" "YOU CAN'T BUY EVERYTHING"

BELMONT

Sun. Double Feature—Zasu Pitts "SING AND LIKE IT" Katharine Hepburn—Robert Long "SPITFIRE"

2702 W. 16th St. Double Feature Robt. Armstrong "SON OF KONG" "BITTERSWEET"

Sun. Double Feature—Freddie March "DEATH TAKES A HOLIDAY" James Dunn—Claire Trevor "HOLD THAT GIRL"

STATE

VACATION TRIPS IN EUROPE COST LESS THIS YEAR

Steamship Lines, Hotels and Restaurants Adopt Lower Prices.

Columns of foreign news in press dispatches show that Europe is an active continent, changing its tempo constantly and adding to the pages which tomorrow will be history. This year the continent will lure thousands who are planning summer vacations.

Any steamship line can provide answers to the question, why should people go to Europe this summer? The lines point out that the travel dollar is not a bloated balloon which will lose its value when it leaves Uncle Sam's shores.

The French line points out in a bulletin of information to travel agents: "You will notice that in the last four years the prices of the hotels de luxe have been reduced from 35 to 40 per cent and hotels of the middle class from 20 to 25 per cent. Not only have the rates of hotels been reduced but also the prices in the restaurants.

"Take, for example, the Cafe de la Paix, Chez Pocard and Noel Peters. You may now have a full meal, with wine and coffee, for thirty francs, compared with seventy-five or eighty francs in 1930."

Exchange Declared "Bugaboo"

The Cunard Line definitely derides foreign exchange as a "bugaboo," adding: "We wish to emphasize that your dollar still is sound money in Europe."

It points out that you can tour London for five days, including hotel, breakfast, lunch, dinner, tips to servants, morning and afternoon sightseeing, a trip to the Poles, Windsor and Hampton court, river launch from Maidenhead to Windsor included for as little as \$28.

A seven-day tour by motor, including hotel, can be made in Scotland for \$28.75; the famous Oberammergau, with its Passion Play, can be visited for \$13.60 (22 per cent less than in 1930), which includes two nights' lodging, first-class, and all meals from dinner on the evening of arrival to breakfast on the morning of departure.

In France, round-trip tickets are reduced by 33 per cent; in Holland, rail fares are 22 per cent below those of 1926, and in Germany a 1,500-mile railroad tour can be made for 2-1-3 cents a mile.

Hotels Reduce Rates

In all of the continent's capitals—Paris, London, Rome, Lucerne, Brussels, Berlin—hotel rates are less than their 1926 levels by 21 to 50 per cent. Financially speaking, 1926 generally is accepted as the normal year.

Steamship rates reveal wide reduction in costs. On one of the sea's first-class, fast vessels a room and bath cost \$445 each for two persons in 1926, against \$276 this year; a room and bath in a cabin liner cost \$505 round trip in 1926, against \$351 this year.

These facts are being circulated widely in travel circles to indicate that if going abroad in 1926 was accomplished without a general cry of costliness, then the 1934 traveler will have to look hard to find reasons for calling the price of continental touring high.

Resumes Triangular Trips

A variation of summer trips will be offered by the Furness-Bermuda Line again, starting May 29, when the triangular cruises to Bermuda and Nassau are resumed.

Direct sailings to Bermuda and return will be maintained by the Monarch of Bermuda, while the Queen will call at Hamilton and Nassau before returning to New York.

The popularity of a short sea jaunt is reflected in the marked increase of visits to Bermuda so far this year. According to Cyrus F. Judson, Furness general manager agent, the increase in bookings has more than doubled the same period for 1933.

Soviet Proud of Hotels.

Intourist, Inc., reporter hat many early visitors to Leningrad and Moscow have returned elated over the hotels which have been reconstructed for travelers.

Much of the furniture in some of the hotels, such as the Europe, would be resting in honor in museums in other continental cities. In Russia it is placed in use for the visitor.

Moscow has four hotels used by foreign visitors—the Metropole, the Theater Square, which is the largest; the National, on Gorki street, where the Lindberghs stopped and which Ambassador Bullitt used as temporary headquarters; the Savoy and the new Moscow hotel, overlooking the famous Kremlin Towers.

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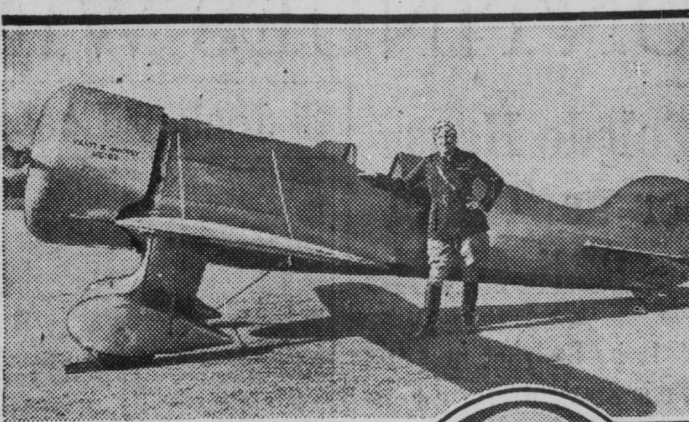
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DETROIT-N. Y., 1 HOUR 47 MINUTES



Above—Colonel Roscoe Turner and his Weddell-Williams racing plane.

Below—Turner's customary happy smile.

Colonel Roscoe Turner and his 1,000 horsepower Weddell-Williams monoplane were partners in a new dazzling speed record when the famous flyer flashed from Detroit to Floyd Bennett Field, N. Y., in 1 hour 47 minutes and 21 seconds. The previous record, between Detroit and Newark airport, was 2 hours 26 minutes. Turner attained a speed of 340 miles an hour for a considerable distance, but was forced to slow down while passing through dust clouds. His average speed for the flight was about 313 miles an hour.

RUSSIA TO BE TRAVEL MECCA

Celebration on May Day Will Attract Many Foreigners.

By Times Special

NEW YORK, June 2.—Tourists are expected to pour into Soviet Russia to view the 1934 celebration of International Labor day on May 1. New York officials of Intourist, Inc., representing the U. S. S. R. Travel Company, are making arrangements to serve American tourists on this occasion.

The 1934 event will be the seventh anniversary since the first post-revolutionary observance in 1918. The spectacle occurs in a highly organized fashion in every city of the Soviet Union. The large parades are in Leningrad and Moscow, but every hamlet "from the far north to the oasis towns of distant Turkistan participate. In Moscow, almost the entire population demonstrates from early morning until after dark.

Weeks are spent in preparation. Floats are built and models of industrial plants fifty feet high constructed in the squares. Red bunting appears on all buildings, which also are faced with huge letters, electrically lighted, composing the slogans of the day. Moscow's eight districts are spent in preparation. The only other official observances are Nov. 7, the date of the Russian revolution, and Jan. 22, Lenin's Memorial day.

Intourist arranges for special accommodations for visitors from other countries. Special sailings of Soviet steamers from London this year will accommodate a large number of British visitors. Reservations for Americans are being made on the same boats. Connection is made with trans-Atlantic service via Plymouth, Southampton or Liverpool.

FAMOUS OLD CALECHES REAPPEAR IN QUEBEC

By Times Special

QUEBEC CITY, June 2.—A certain sign of summer already has appeared in this ancient city, a sign that has never failed to appear in the memory of the oldest resident of Quebec. It is the sudden appearance of the old caleches, the high two-wheeled vehicles in which tourists, both American and Canadian, like to visit the sights of the historic city.

As famous as the droshkies of Moscow, the taxis of Paris and the hansom of New York, the caleches are as much a part of picturesque Quebec as the Citadel.

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INSURANCE MEN MEET IN CITY; PICNIC AT LAKE

Workers of Indianapolis Company Discuss Business; Outing Follows.

An important business meeting and picnic were to be features of a meeting today of all state representatives of the Indianapolis Life Insurance Company at the home office, Thirtieth and Meridian streets.

Edward B. Raub, company president, was to be the principal speaker at a business session. James R. Mayfield, agency manager, will preside.

At the adjournment of the business meeting, the entire group will go to Kernel lake for a luncheon and an afternoon of recreation. Indianapolis representatives and out-state agents will vie for baseball honors.

Seek Team Positions

Positions of the players on the teams are to be determined by the amount of examined business written since May 7. The following men are leading candidates for captain, pitcher, catcher and infield positions:

Indianapolis team—J. W. Schwab, Marion L. Shoup, George T. Badger, B. C. Pfeiffer, Pinck Dorman, G. W. Anawalt and Harry Fiecher. Outstate team—J. D. Miller, Anderson; H. C. Hiatt, Richmond; S. E. Shideler, Valparaiso; C. H. Sprunger, Ft. Wayne; J. B. Farmer, Bedford, and Bruce Abernathy, Wabash.

Business Gain Noted

The Indianapolis Life Insurance Company reports a gain of 46 per cent in new business for the first four months of 1934 as compared to the same period in 1933.

The increase in assets for the first four months was larger than for the first six months in 1933. The company also reports a gain in insurance in force.

At the meeting agents from out in the state and in Indianapolis were to compare methods and results. Leaders in sales report to their colleagues how they may improve their records.

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Redfield-McGurk, Managers.

NOTICE—Manufacturers and Jobbers SPACE FOR RENT Complete Housing Facilities for Large or Small Plants Private Switches, Served by Bell R. R. and Traction Lines Connecting With All Railroads. Watchman Service Free Indianapolis Industrial Center 19th St. and Martindale Ave. Cherry 1915

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Indianapolis Life Insurance Company

Meridian at 30th St. TA-0788-0789-0790

EDISON HOLDS POST



Eldest son of the late Thomas Edison, inventor, Charles Edison, an executive of the national emergency council at Washington, is helping to further the government's housing program. He is shown at the senate banking and currency committee hearing as the housing bill was discussed.

PUBLIC WORK ORDERED

Employment to Be Given 210 Men for Three or Four Months.

Construction work will start within the next three weeks on six Public Works Administration projects in Indiana, it is announced by F. M. Logan, acting state PWA engineer, after his return from a conference with PWA officials in Washington. The six projects altogether will require an expenditure of \$247,000 and will employ 210 men for periods of three to four months each.

The state pawnshop at Paris pawns airplanes along with other items.

REPORT CITES SPAN OF LIFE

Industrial States Reveal Average Below That of Nation.

By Times Special

NEW YORK, June 2.—Although children born in the highly industrialized states of New York, New Jersey and Pennsylvania may not look forward to living as long as the average new-born American baby, they nevertheless have a more favorable mortality in adolescence and up to the thirties, according to the Metropolitan Life Insurance Company.

"As naturally would be expected of industrial states with largely urban population," the company's statistical bulletin says, "the states of New York, New Jersey and Pennsylvania all fall below the average for the United States as regards the expectation of life at birth."

Of these three middle Atlantic states, the figures for New Jersey are shown to be nearest those for the country as a whole. The New Jersey life expectancy is estimated at 58.96 years for white males and 62.72 years for white females, as compared with 59.31 and 62.83 for the United States as a whole.

"At no age up to 85 does the expectation of life in any one of these three states," the bulletin says, "attain the level of that in the United States as a whole."

When it comes to mortality rates, however, the picture changes and the record is more favorable for two of the industrial states. "Mortality better than the general average for the United States," the bulletin says, "is shown in New York and New Jersey for early childhood and a range of ages from about 15 to about 35 years, the exact range varying with the state and sex."

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