



The Indianapolis Times

Possible showers and somewhat warmer tonight; tomorrow fair and cooler.

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M'NUTT HEAPS DEFIANCE UPON G. O. P. CRITICS

Backyards Gossip, Carping
Criticism Are Assailed
by Governor.

ALLUDES TO ECONOMIES

Claims Millions Saved for
Taxpayers at Warren
Township Rally.

BY JAMES DOSS
Times Staff Writer

The large audience may have listened a trifle lethargically at first, but once the Governor hit his stride, the crowd was his. Figuratively taking off his coat and indulging in a heart to heart talk devoid of forensic dressing, he sold the crowd completely.

The Governor invited heckling. "What do you hear out here in Warren township about the state administration?" he asked. "What sort of backyards gossip is being passed around? I want to say now and repeat later in the evening that I am ready to answer any question about the state government. Are there any questions?"

There were none, then the Governor started his talk. He dwelt on the tax question, which had been touched on by Clarence Jackson, gross income tax division chief, who had opened the program.

Applause Greets Remarks

A round of applause greeted the Governor when he announced an estimated tax decrease of \$3,076,884.73 for Marion county next year. "The 1933 general assembly," the Governor said in part, "made notable changes in the Indiana tax plan. In order to provide the necessary funds and to redistribute the burden, a gross income tax was adopted. A levy of 1 per cent on all productive activity including retail sales, 1/4 of 1 per cent on income from manufacturing, and 1/4 of 1 per cent on income from wholesaling was made. This gross income was supplemented by a 1/4 of 1 per cent on intangible wealth and the imposing of a substantial excise on all alcoholic beverages.

"These changes were made in fulfillment of our pledge to the people that the tax base would be broadened.

Bonding Margins Doubled

"Efforts in that direction were attempted by the 1919 assembly when a law was written to limit assessment on real and personal property to 1 1/2 per cent as a minimum.

POLICE RADIO SYSTEM CONSTRUCTION BEGINS

M'Nutt Breaks Ground for Plant at Fairground.

With Governor Paul V. McNutt turning the first shovel of dirt, construction work on the central units of the state police radio system was started today at the state fairground.

The ground-breaking ceremonies were held in the presence of A. G. Feeney, superintendent of state police, who is responsible for the plan; A. M. Glossbrenner, Indianapolis, treasurer of the state police radio committee, and other state and police officials.

Construction of the central unit will mark the second step in the fulfillment of a plan inaugurated by Mr. Feeney more than a year ago. The first step was taken last week when the Culver Military Academy radio station was acquired by the state police department.

THREE KILLED, FIVE HURT IN COAL SLIDE

Seek Bodies of Possible Victims With Steam Shovel.

PLAINS, Pa., Oct. 24.—Three steam shovels today ripped away at a culm bank seeking bodies of additional victims of a slide that took at least three lives and injured five last night.

Although a dozen youths were believed to have been in the tunnel dug into the bank by "coal bootleggers," it was thought possible that all had escaped except five unaccounted for.

State Chiropractors Elect.

MARION, Ind., Oct. 24.—F. H. Maisel, Gary, became president of the Indiana Chiropractors' Association today after his election at the close of the annual meeting here. Charles L. Rowe, Indianapolis, was elected vice-president, and Indianapolis was chosen for the 1935 convention.

TODAY'S WEATHER

Hourly Temperatures
6 a. m. 49 10 a. m. 64
7 a. m. 51 11 a. m. 68
8 a. m. 54 12 m. 71
9 a. m. 58 1 p. m. 74

Tomorrow's sunrise, 6:07 a. m.; sunset, 4:52 p. m.

MORE THAN THIRTY INJURED AS BIG FOUR PASSENGER TRAIN IS WRECKED



PRISON BREAK ARRESTS NEAR

Truth Will Be Known in
Few Hours, McNutt
Promises.

Arrests are expected hourly in connection with the Michigan City prison break in September, 1933, and the escape of John Dillinger from the Crown Point jail March 3, Governor Paul V. McNutt said today.

In answer to queries at his press conference today, the Governor said:

"The truth about the two breaks will be announced when and where the arrests are made—and we expect the arrests at any time."

He did not elaborate on the statement. It is known, however, that Edward J. Barce, deputy attorney-general, is in Lake county investigating Dillinger's famed "wooden gun" escape from the Crown Point jail March 3. He has been working on the case almost continuously since the escape.

Mr. Barce and Attorney-General Philip Lutz Jr. also have spent considerable time investigating the escape of ten long-term convicts including Harry Pierpont, Charles Makley, John Hamilton and others, from the state prison Sept. 26, 1933.

The convicts obtained their freedom with guns smuggled into the prison by Dillinger. Most of the convicts joined the desperado to form one of the most desperate bands of outlaws ever to operate in the middle west.

ISSUES PARADE RULING

Morrissey Warns of Parking During Democratic Procession.

Exclusive photos taken by John Hawkins, Indianapolis Times' photographer, at the Big Four train wreck, one and one-half miles south of Earl Park, Ind., are shown above.

Upper—Three of the derailed cars, a parlor car, diner and Pullman, are shown sprawling on their side near State Road 52, south of Earl Park.

Inset—Emile Laloux, Terre Haute, and his 7-months-old son Florent, were in a sedan that crashed into the train's day coach on State Highway 52 when it was hurled onto the highway. Mr. Laloux and his wife were injured. The baby was unhurt.

Center—Trainmen were at work this morning on the wreckage and repairing the spread ties caused by the wreck. The end of one of the six wrecked coaches can be seen in the foreground.

Lower Left—The Big Four day coach, in which the majority of the injured passengers were riding, blocked State Road 52. A crowd of curiosity seekers viewed the inside of the coaches with their strewn magazines, pillows and luggage. Motorists were detoured around the coach blockade on the road.

Lower Right—Silas Dodd, Big Four conductor, and one of the most seriously injured passengers, is shown in his bed at the Earl Park hospital as he related how the day coach "skyrocketed into the air" and fell onto the pavement.

Immediate Payment of Bonus Asked by Legion

Awarding of Face Value of Adjusted Compensation
Certificates Urged by Committee.

By United Press
MIAMI, Fla., Oct. 24.—Immediate payment of the soldiers' bonus was recommended in a resolution adopted by an American Legion convention subcommittee today.

The resolution said: "The government of the United States is now definitely committed to a policy of spending additional sums of money for hastening recovery and the American Legion recommends payment at face value of adjusted compensation certificates with cancellation of all interest and a refund of interest previously paid."

The legionnaires voted to hold their 1935 national convention in St. Louis.

The committee decided against a minority report. It was believed, therefore, that the controversial bonus issue would go before the convention late today or tomorrow to be fought out on the basis of the declaration made in the subcommittee's resolution.

Although the resolution still must go through the hands of the legislative committee, of which unit considering the bonus question was a subcommittee, practice has been in the past for the larger committee to receive and merely pass on to the convention resolutions approved by subcommittees.

The action of the committee was learned on high authority while the national commander was reading a

letter from President Roosevelt, urging that the legion remember that "our national welfare is paramount."

After expressing regret over inability to attend the convention, the President wrote:

"While I realize your interests are in many directions, our national welfare is paramount. I urge you to carry such a spirit into your convention. Your country expects this of you and I am confident it will not be disappointed."

The President did not mention the bonus in his communication.

The action of the subcommittee is not binding upon the convention.

3 CONVICTS ESCAPE LEAVENWORTH PRISON

Federal Predict Early Arrest of Unarmed Trio.

By United Press
LEAVENWORTH, Kan., Oct. 24.—Prison officials were confident today it would be only a matter of hours before three unarmed fugitives from the federal penitentiary here would be recaptured.

HAUPTMANN'S TRIAL JAN. 2

Lindbergh Murder Suspect
Pleads Not Guilty,
Wins Delay.

By United Press
FLEMINGTON, N. J., Oct. 24.—Bruno Richard Hauptmann, Bronx carpenter, will go on trial Jan. 2, 1935, charged with the murder of Colonel Charles A. Lindbergh's infant son, who was kidnaped from the Lindbergh home at Hopewell in 1932.

Hauptmann earlier pleaded not guilty when arraigned.

Justice Thomas W. Trenchard of the New Jersey supreme court granted the delay in response to an appeal for time by James M. Fawcett, chief defense counsel.

The state, represented by Attorney-General David Wilentz, had asked for an early trial, and sought to rush the case before a jury next month.

CRIPPLED OIL TANKER STRUGGLES FOR GUAM

Seeks Port After Battering by Pacific Typhoon.

By United Press
SAN FRANCISCO, Oct. 24.—Battered by a south Pacific typhoon, the oil tanker Larry Doheny was reported today making her way slowly under her own power to Guam for inspection and temporary repairs.

Messages direct from the ship to Radiomarine Corporation here brought word of the safety of the ship and its crew of forty-one, after harrowing experiences with a terrific storm. The winds carried part of the bridge away, made the steering gear useless and disabled the steam and electric generating plants.

Speed Train Near Chicago

By United Press
CHICAGO, Oct. 24.—The Union Pacific streamline train sped toward Chicago on its record-breaking trans-continental dash today, flashing by railroad station platforms crowded with spectators.

35 HURT, 2 CRITICALLY, IN TRAIN WRECK; 6 CARS LEAVE RAILS IN CRASH

WOMEN'S CLUB URGED TO AID CANCER FIGHT

State Federation at Parley
Here Hears Address
by Noted Expert.

BY ELIZABETH CARR
Times Staff Writer

"Enough is known about cancer, that if information were put into use, the total cancer death rate would be reduced 50 per cent in five years," Dr. F. L. Rector, Evanston, Ill., field representative of the American Society for Control of Cancer, told the assembled delegates of the Indiana Federation of Women's Clubs today at the second day meeting.

"Cancer is a preventable disease, curable in the early stages, is not a blood disease or catching disease," Dr. Rector continued, suggesting that the members of the state federation could aid the campaign against cancer by membership in the American Society; by voluntary contributions; and by work to obtain philanthropic resources from the state.

Mrs. Hicks Presides

Resolutions presented by Mrs. Ernest M. Morris and passed by the group included: Indorsement of higher moral standard for motion pictures, opposition to radio advertisement of liquor, indorsement of the suppression of obscene literature and magazines, indorsement of crime control, support of Indiana Library Association, recommendation of temperance education in public schools, the appointment of Mrs. Edith Lombard Squires as poet laureate of the state group and an appropriation of 5 cents per capita fund for the publication of the Indiana Club Woman. An amended resolution was adopted that the convention recommend to the executive committee that the state convention be held in the spring of 1935, '36 and '37, with district conventions to be held in the fall during the three years.

Mrs. Robert A. Hicks, Cambridge City, presided at the sessions and Dean Mary L. Matthews of Purdue university told of "New Developments in Education," stressing consumer-buyer relationship and parent education as important phases of adult education. Five dollar prize was awarded to the Fifth district for the largest donation to the student loan fund, and Mrs. Edwin F. Miller, fund chairman, reported that 105 girls had been assisted this year by the fund, and a total of \$659 advanced to the fund.

Urges Support of NRA

Nominations for state officers were made for first vice-president, Mrs. A. R. Putnam, Valparaiso; treasurer, Miss Louise Klingler, Brazil; recording secretary, Mrs. Paul Miller, Mt. Summit, and trustee, Miss May Hobbs, Tipton. Results of the election committee will be announced at the concluding meeting tomorrow, when officers will be introduced to the clubwomen.

As "Builders of the New Day" it is the concern of the General Federation of Women's Clubs to contribute to the question of remodeling the structure of the United States by considering the more important proposals for tomorrow, making them a part of their study program for the coming year. Such was Mrs. Grace Morrison Poole's advice to the clubwomen who assembled last night for the opening of the convention.

Jesse Jones Urges Banks to Lead Way to Recovery

Dangers Past, Financial Institutions Should Liberalize
Loan Policy, RFC Chief Declares.

By United Press
WASHINGTON, Oct. 24.—Chairman Jesse Jones of the Reconstruction Finance Corporation today assured the American Bankers' Association that dangers to banks were past and called upon them to lead the way to recovery.

Mr. Jones' speech, couched in more friendly terms than he used in an address to the group a year ago, emphasized the necessity for increasing the flow of bank funds into business channels and suggested widespread liberalization of credit policies.

He promised full co-operation of government agencies in carrying out this policy, including that of bank examiners.

Rudolf S. Hecht, chairman of the board of the Hibernia National bank, New Orleans, was unanimously elected president of the association, succeeding Francis M. Law, president of the First National bank, Houston, Tex.

"There is no longer danger of bank withdrawals," said Mr. Jones. "Of anything else befalling banks that will prevent them from taking the lead in rebuilding the business of the country and the general morale of their debtors."

Mr. Jones credited bankers gen-

Beech Grove Yards Conductor Suffers Broken
Back; Seven City Residents Are
Among Accident Victims.

RAILROAD OFFICIALS OPEN PROBE

Coaches on Speeding Train Hurtle Through
Air, Land in Ditch at Side of
Highway, Witnesses Say.

BY ARCH STEINEL
Times Staff Writer

EARL PARK, Ind., Oct. 24.—Two Pullman sleeping cars arrived here this afternoon in the role of traveling hospitals to carry back to Indianapolis all but two of the more seriously injured victims of the spectacular Big Four train wreck near here last night in which approximately thirty-five persons were injured when six cars were derailed.

This morning seventeen of the wreck victims remained in the Bunde-Keefe hospital here after a night in which Drs. C. T. Bunde and T. L. Keefe, aided by a corps of physicians and nurses from Fowler, Lafayette and Indianapolis, had treated the thirty-five or more injured.

The two who could not be removed were:

Silas Dodd, 42, of 70 North Thirtieth avenue, Beech Grove, yard conductor for the Big Four at the Indianapolis union station, who suffered a broken back.

Mrs. Frank Fischer, Cincinnati, who suffered internal injuries and possible skull fracture.

Even as railroad officials prepared to move the other victims, a double-barreled investigation was under way into the causes of the wreck. For the railroad, F. N. Reynolds, Indianapolis, Big Four general superintendent, was heading the investigation. County officials were following their own course.

Besides Mr. Dodd, a veteran railroader, seven of the listed injured were from Indianapolis. They are:

Mrs. Madeline Mary Dodd, 39, wife of Silas Dodd; bruises and head injuries.

Jack Dodd, 10, their son; slight bruises.

Mrs. Norene Rice, 52, of 1616 Hoyt avenue; cut about head.

Mrs. Sarah Jenny Snoddy, 57, of 1540 Spann avenue; cut over eye.

Henry Schupp, 59, of 470 South Meridian street, retired Big Four employee; head injuries.

Mrs. Clara Collins, R. R. 10; bruises and head injuries.

Mrs. Stella Wright, R. R. 1; bruises and head injuries.

Six Cars Derailed

The train, southbound out of Chicago, was traveling at a high rate of speed when the accident occurred. Mr. Reynolds, who said he believed one of the coaches had "thrown" a wheel, thus precipitating the wreck, placed the speed at between sixty and sixty-five miles an hour.

Mr. Dodd, however, set the speed at between eighty-five and ninety miles an hour.

Of the six cars derailed, five left the tracks completely, one lurching thirty feet into the air and falling across State Road 52, which parallels the railroad right-of-way near Fowler, Ind., which the train was approaching when the accident occurred.

The accident occurred shortly before 11:55 p. m., the time the train was due in Fowler.

Locomotive Stops on Track

Most of the injured were in the car which fell across the road, a day coach, many of them returning from gay visits to A Century of Progress, Chicago. Mr. and Mrs. Jim Black, Fowler, passengers in the coach, had arisen and gone to the vestibule ready to alight from the train when it reached Fowler. Mrs. Black was thrown from the vestibule and shaken badly.

The locomotive, driven by James I. Alley, 3852 North New Jersey street, Indianapolis, and the coal tender with Peter Yutemeyer, 1441 Fletcher avenue, as fireman, stayed on the tracks, as did the first four cars of the train, which carried baggage and mail.

The first two cars to leave the track were day coaches and it was the second of these which sprawled across the highway, one and one-half miles north of Earl Park.

They were followed by a Pullman, in which comparatively few passengers were riding, and then by a parlor car and diner. These latter two were being hauled "deadhead" and only a cook and a few waiters were in them.

The diner remained half on the tracks. The first day coach, the Pullman and the parlor car rolled over into a ditch beside Road 52, where they lay on their backs, their wheels spinning in the air.

Car Flies Into Air

State police were called to guard the highway, but, before they could arrive, Emile Laloux, Terre Haute, drove his small automobile into the side of the day coach which blocked the road. Traveling about fifty miles an hour, he apparently failed to see the crowd and to realize the significance of the hastily lit flares.

Mr. Laloux suffered head injuries. His wife also was injured, though less seriously, but their 7-months-old son, Florent Laloux, slipped unhurt through the crash. Witnesses to the train accident said the same had been true of a baby in one of the day coaches, but the identity of this infant could not be established.

The highway was blocked until well into the day with state police.

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