

## COUNCIL TO GET TAXI MEASURE AGAIN MONDAY

Passage of Ordinance Is Predicted for New Cab Proposal.

Councilman William A. Oren predicted today that the controversial proposed taxicab ordinance probably would be passed at the city Council meeting Monday night.

The ordinance, revised and amended by the Safety Committee, is to be introduced for the fifth time. Committee members are Mr. Oren, Silas J. Carr, chairman; Mrs. Nanette Dowd, Ross Wallace and John Schumacher.

Mr. Oren said that four of the five committee members had agreed upon the ordinance, which would require a vote of 5 to 4 for passage, if all council members are present.

### Limits Number of Cabs

The proposed ordinance would provide financial protection for victims of accidents in which the cab driver was negligent, permit more cabs, prevent cruising, revise license and charges fees, fix the number of taxi stands, hours of drivers and provide for regular inspection of cabs.

If passed, the ordinance is to take the place of an ordinance enacted several years ago. At present, approximately 380 cabs are operated here by 10 companies. Based on the 1930 population figure, this is one cab for approximately every 1300 persons.

The proposed ordinance would permit one cab for every 1000 persons in the city. Another section provides that property damage insurance must be carried on all cabs in addition to public indemnity required for under the present ordinance. All companies would deposit \$500 with the City Controller to guarantee payment for property damage which may result from accidents due to negligence.

### Police Would Be Required

Another requirement would provide for a policy payable to the city for the benefit of persons who may suffer personal injury or death due to negligence in the operation of a cab. The policy would be \$5000 for one person and \$10,000 for two persons.

The ordinance proposes a license fee of \$36 for each cab. The present fee is \$100 for the first cab and \$30 for each additional cab. Licenses would expire on June 30 of each year. Stands would be designated by the Safety Board subject to the Council's approval.

Another section would prohibit cruising. Safety Committee members say this provision would reduce the number of cabs. Companies which do not permit cruising are said to favor this section, which would allow drivers to obtain passengers only by a telephone call or a signal.

### Railways Have Complained

The Indianapolis Railways, Inc., has complained to the Council several times, charging that drivers obtained passengers by cruising on streets on which street cars and trackless trolleys were operated. Committee members said that under the proposed ordinance, the railway company might prosecute drivers violating this regulation.

The ordinance also would provide that the city inspector of weights and measures and the officer in charge of the traffic division of the police department make periodical inspections of cabs and meters.

Drivers would not be permitted to operate cabs more than eight hours within an aggregate of 24 hours.

The fares would be 15 cents for the first mile and one-half and 10 cents for each additional mile, to a maximum fare of 55 cents for any point within the city. Cab company officials have been quoted as saying that 90 per cent of the trips fall within the 25-cent rate.

### Daily Record Required

Drivers also would be required to keep a daily record of all calls, showing the number of passengers transported, the time and place where the passenger was secured, the destination, and the sex of the passenger.

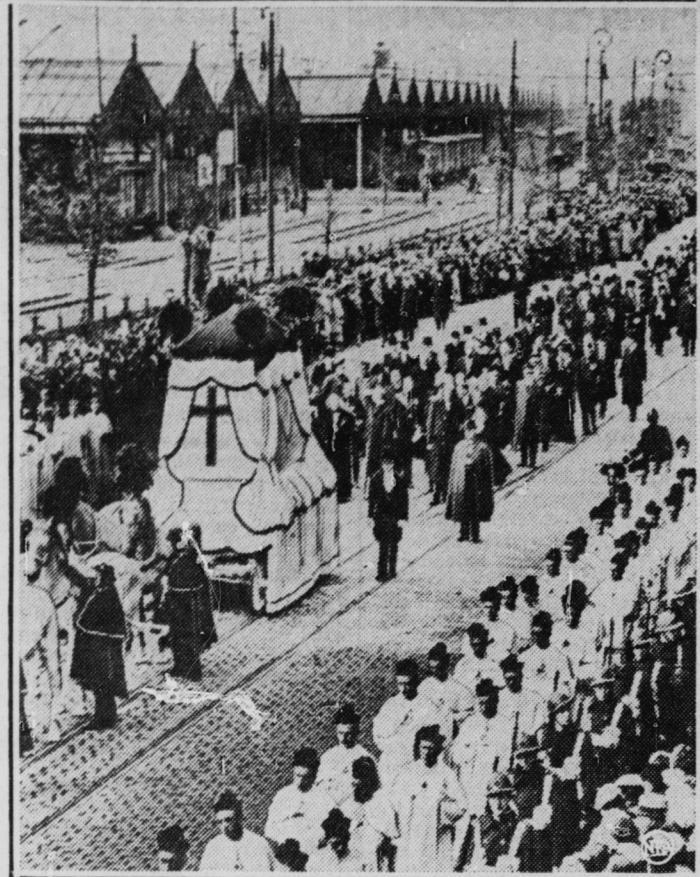
Any person violating any of the provisions of the proposed ordinance could be fined up to \$100 and imprisoned for a maximum of 30 days.

Thomas Tarpey, city inspector of weights and measures, said today that if the ordinance was passed his office would start an inspection of cabs and meters immediately.

### CAMERAMAN IN AIR, TOO



### BELGIAN TRIBUTE TO MARTYR PRIEST



## SETBACKS HARD BLOW TO BORAH; DELAY COSTLY

But Bitterest Pill of All Is Possibility Hoover Will Get Call.

BY THOMAS L. STOKES

WASHINGTON, May 16.—Senator Borah of Idaho symbolizes today the man who waited too long.

Perhaps the 70-year-old leader looks back across the years to a younger man who could arouse the masses, to the time when Borah was a name to conjure with, and to lost opportunities.

Whether he really wanted the presidential nomination, or whether he was interested chiefly in liberalizing the Republican Party, his failure to arouse the rank and file in Ohio seems to demonstrate finally that the prize is not within his reach and that he can do little at Cleveland about party principles and policies.

He admitted as much, himself, when he delivered an attack here on "the men who are in control of the party, who will likely be in control of the convention, and will write its platform and name its candidate."

### Beaten to the Punch

Those words carry the germ of revolt. They lend support to forecasts that the Senator will at last bolt his party. That seems to be a good bet. No one ever has been able to predict Senator Borah with great success.

Once a bolt by the Senator might have meant something to him personally.

But a bolt would produce no earthquake.

Others have beaten the Idaho Senator to this step. There are the elder statesmen, Senators Norris and Johnson, and the younger La Follette, who long ago came over to the New Deal.

There are elements of raw tragedy in the fizzling of the Borah crusade.

For years he has talked about the need for reorganizing the Republican Party, for wresting control from the Eastern G. O. P. oligarchy. Out of season, between elections, he has warned upon his party. In season, around election time, he always has remained regular.

### Beaten by Regulars

Finally, this year, he decided to do something about it—and the most effective way, he figured, was to go into preferential primaries, namely the rank and file behind him, and collect enough delegates to back up his demands.

What has happened?

In New York, Illinois and Ohio, populous states which are always powerful in national conventions, he bumped his head again entrenched Republican organizations.

He won preferential primaries, as the single candidate, in Nebraska, Pennsylvania and West Virginia, but some one else will get the delegates, with the lion's share probably going to Gov. Alf M. Landon.

He won Wisconsin and will have 22 of its 24 delegates, but he lost in South Dakota to Gov. Landon.

### It's All Bad News

A clew to the Borah tragedy lies in the much larger vote President Roosevelt has polled wherever the Senator has been entered, which seems to mean—and the Idaho Senator so interprets it—that the type of voters he would attract now are largely New Dealers.

He never has been popular with regular organization Republicans.

What probably stings him most in the Ohio defeat is the fact that it was accomplished by a remnant of the old Ohio gang largely embodied in National Committeeman Walter F. Brown. Mr. Brown, who helped nominate Herbert Hoover, is reported to be still for him. Also, he is closely allied with the Eastern G. O. P. Old Guard, and will get a toehold in the Cleveland convention.

On top of the Hoover California victory, Mr. Brown's success will tend to add to the former President's influence.

And that is not good news to Senator Borah.

### CAMPAIGN LAUNCHED TO BOOST RAILROADS

Advertising to Be Used to Attract Passengers, Editors Told.

A nation-wide campaign to popularize the railroads of the country was announced by Holcomb Parkes of the Association of American Railroads.

He told the American Railway Editors Association at the Lincoln yesterday that railroad officials realize they can best tell the story of advanced rail service in newspaper and periodical advertising.

Representatives of 14 railroad magazines attended.

### BEAUTY TO WED



One of the most beautiful June brides who will trip to the altar this year is Valerie S. Prochnik (above), popular daughter of the Austrian minister to the United States, who will be married at Washington, D. C., on June 1, to Jean R. L. de Sibour, son of Viccount J. Henri de Sibour.

### Others Are Honored

Fourteen and a half points were made by Eleanor Grepp, Gerald McClain, James Berlin, Janice Combs, Billie Haughton, Mary Havey, Anne Hawkins, Harold Heard, Albert Lane, Dorothy Mitchell, Fred Morris and Irma Williams.

Those making 15 points included Dorothy Hammer, Roland Buck, Fred Green, Charlotte Hogle, Geneva Seneff, Betty Joe Dickerson, Edward Eberhardt, Ernest Haas, Mary Lou Hummel, Kathleen McFarlin, Marcella Manis, Joan Petri, Jo Ann Pierpont, Bernina Pressler, Geraldine Pugh, Albert J. Smith, Betty June Tice, Jack B. Welchson, Dorothy Westbay and Robert Winsten.

Sixteen and one-half honor points were made by Grace Curry, Thelma Kasting, Jacqueline Kelly, Eleanor Morris, Ellen O'Drain and Mary Schlenck.

Louisine Brandt, John Goddard, Jean Anne Jones and Herman P. Raab, Jr. made 16 points.

Fifteen and one-half honor points were made by Janet Bever, Mary Heavin, Raymond Kern, Virgine Moore and Hannah Elizabeth Pert.

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