

DETOURS LIFTED FROM 2 ROADS, REPORT SHOWS

39 Still Are in Effect in Indiana, Highway Head Says.

Detours were lifted last week from State Roads 2 and 3, James D. Adams, chairman of the state highway commission, announced today, leaving 39 detours still in effect on state and U. S. highways in Indiana.

Detours are in effect on the following state and Federal roads:

2—From Mishawaka to Elkhart, 8.5 miles over county concrete road. Oiling shoulders from Goshen to Benton. Traffic maintained.

3—From Newcastle north 10 miles over road 38, county gravel, and U. S. 36.

Detour on U. S. 6

U. S. 6—From Butler east four miles over road 1 and county road. U. S. 12—From Gary to junction of U. S. 20 in East Chicago, 10.5 miles over U. S. 20.

13—From Indianapolis north one and one-half miles over county concrete road (account of surface treatment). From junction of road 21 north four and one-half miles over county bituminous and gravel road.

15—From Marion to LaFontaine 13 miles over roads 9, 105 and county roads 13, 213, 114 and county gravel. From Silver Lake, east and north 14 miles over road 14, county gravel and county concrete roads.

18—From U. S. 152, north and east eight miles over U. S. 152 and county gravel roads.

Road 21 Closed

21—From just south of Converse, west then north two miles over county gravel.

U. S. 24—From U. S. 30 to New Haven, two miles over U. S. 30 and New Haven streets.

25—From Rochester to Mentone, 20 miles over roads 14 and 19.

26—From Lafayette east two miles over county concrete and bituminous roads.

29—From Shelbyville to Indianapolis, 34 miles over road 9 and U. S. 52. All traffic at present follow road 9 and U. S. 40 on account of surface treatment on U. S. 52.

U. S. 31—From Jeffersonville northeast 4.4 miles over county concrete and roads 62 and 231. In Peru and north two miles, over city streets and county road. From U. S. 6 to South Bend, 20 miles over U. S. 6, road 331 and county concrete.

11-Mile Detour Listed

34—From Waynetown to Crawfordsville, 11 miles over road 25, county gravel road and road 35. From Brownsburg east 4.7 miles over county gravel and bituminous roads.

U. S. 36—East of Danville, shoulder construction, drive carefully. From Indianapolis to state road 9 south of Pendleton, 35 miles over U. S. 40 and road 9.

39—From Belleville to Clayton, three miles over U. S. 40 and county gravel road. From Danville to Lebanon, 30 miles over county gravel and road 34. From road 18 to Delphi, four miles over county gravel and city streets.

U. S. 40—From Terre Haute to road 43, 44 miles over U. S. 41 and 36 and road 43.

U. S. 41 Details

U. S. 41—Construction one mile north of Evansville, drive carefully. South of Fort Branch, construction, drive carefully. Just north of White River near Hazelton, 5.5 miles over county gravel. Three miles south of Vincennes, bridge, run-around. Construction, one-half mile south of Oaktown, drive carefully. From Youngstown north to one mile south of Terre Haute, seven miles over county gravel. From Cook to U. S. 30, unfinished shoulders, drive carefully; trucks advised to follow U. S. 30, road 53 and U. S. 152. From U. S. 30 west and north to U. S. 6, seven miles over U. S. 30 and road 141.

43—From Westville to Michigan City, 14 miles over U. S. 6, county concrete and oil mat roads.

46—From Bloomington to Nashville, 25 miles over roads 45 and 135.

47—From Thornton east to U. S. 52, over county gravel road and U. S. 52.

U. S. 52 Under Treatment

U. S. 52—Near southeast city limits of Indianapolis, 7 miles bridge run-around, county bituminous and oiled gravel; trucks over three tons follow U. S. 40 and road 9. (All traffic follow 9 and 40 at present on account of surface treatment on U. S. 52). From West Lafayette north 2.5 miles over city streets and county concrete.

59—From three miles north of Sandborn north four miles over county gravel road. From road 46 to Brazil, 14 miles over road 46, county gravel and road 42.

60—Salem to Bennettsville, 41 miles over road 135, U. S. 150 and road 33.

61—Construction, eight miles southeast of Vincennes, drive carefully.

Road 62 Affected

62—From east junction of road 231 to Jeffersonville, 2.7 miles over county concrete. From Jeffersonville north and east 49 miles over U. S. 31 and road 56.

67—From Spencer to Martinsville, surface treatment, traffic maintained. From Indianapolis to Anderson, 41 miles over roads 13 and 32.

114—From Akron east 14 miles over roads 14 and 15.

115—Closed from U. S. 24 to road 15 northwest of Wabash.

116—From Marquette to Bluffton, 14 miles over U. S. 224 and road 1.

Three-Mile Detour

135—From junction of road 44 north three miles over road 44 and county gravel road.

136—From north of Salem southeast four miles over county gravel and bituminous roads. From Danville west and north five miles over U. S. 36, county gravel and oil mat.

140—From U. S. 40 to Soldiers and Sailors' Children's Home, four miles over county gravel road.

U. S. 224—From Magley to Decatur, 8.5 miles over county gravel road.

236—From road 67 east 8.5 miles over road 67 and county gravel.

250—From U. S. 50 east to Mitchell, 17 miles over U. S. 50 and road 37.

256—From just west of the junction of road 62, north two miles over county stone road.

LOCAL YOUTH COMPETES FOR TROPHY



Miniature, gasoline-powered planes, such as that being launched above by Vernon Boehle, Indianapolis, rubber-powered and radio-controlled craft filled the air over Wayne County airport, Detroit, as 400 models plane fliers from every state in the Union, and from Canada, England and France competed in the Wakefield international trophy contest. Most of the midjet planes, so small they had to be fueled with an eye-dropper, were built of balsa wood, glue, paper and rubber.

HOUSE OF SHADOWS

by Ida R. Gleason
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BEGIN HERE TODAY

Claire Fosdick sets out alone on a summer evening to drive to the mountain house inherited from her eccentric uncle, Lyman Fosdick.

Claire's parents are dead and she has learned that most of the fortune she thought was secure is gone. She owes money to her father's friend, Nick Baum, Nick wants to marry her, but Claire can not quite bring herself to say "yes."

The trip to the mountains is for two purposes: (1) to think out her problems, and (2) to search for a mysterious jewel belonging to her uncle and supposed to be hidden in the house.

Off the main highway Claire's car crashes into a log across the road.

NOW GO ON WITH THE STORY

CHAPTER TWO

WHEN Claire regained her senses she was lying on the ground with a coat for a pillow. A young man was bending over her, an anxious frown on his face. For a minute she stared confusedly, then a smile of recognition touched her lips.

"Pat Magan?"

"He grins," "Sure, the very same. And what do you think you're trying to do to yourself anyway?" With one arm he lifted her to a sitting position, while he held a flask to her lips. "Just a swig of this, and you'll feel finer than frog's hair."

"Obviously the girl swallowed the fiery liquor. Presently she straightened up and looked about her as another young man came out of the darkness.

"How is she, Pat?" he asked.

"Guess she was just knocked out for a minute," Pat told him. Then, with a wave of his hand at the newcomer, "Claire, this is my side-kick, Bob Steele, a mining engineer, with a good job—believe it or not. He's spending his vacation in the Rockies. Miss Claire Fosdick, Bob. I used to aim valentines and spitballs at her when we were in grammar school."

CLAIRE smiled and held out her hand rather shakily. "How about my car, Mr. Steele?"

"He shook his head. "Pretty badly damaged. Front axle busted and a lot of minor casualties. Some one had closed the road with that log. We'll have to take you in our bus wherever you were going, Miss Fosdick. We heard the smash and came back."

Claire turned startled eyes on Pat. "Closed the road? You mean the log was put there?"

"Sure. Probably repairing or something. But Bob and I are on the loose, and we'll be tickled to death to trundle you any place you want to go. Feel able to make it over to our car?" He helped her to her feet. After a minute she was able to walk unaided, and got into their car to wait until they could move the wreck out of the road.

When finally they came back she had decided to tell them why she was going to the house in the mountains, omitting only her personal reasons.

ALTHOUGH she had not seen much of Pat Magan the last few years, she had always had a warm spot in her heart for the jolly Irish boy with whom she had gone to school. The blond young engineer was a stranger, of course, but she liked his clean-cut appearance and, besides, he was Pat's friend.

For some reason she could not explain Claire felt she was going to need help. "Hannah must have talked me into it," she told herself. The fact that the road to the House of Long Shadows had been deliberately closed to her disturbed her more than she was willing to admit.

"Let's get going, Pat," she urged. "Sure," agreed Pat with enthusiasm. "We'll show you how Depression can eat up the miles, in case you're wondering."

Claire pointed out the road and then told them about her quest even to the part about the mysterious hidden jewel.

For a minute neither of the young men answered. Then Bob Steele said slowly, "We had planned to spend most of our vacation in the city, Miss Fosdick, but if Pat's willing I'd like to help you look over the house in the mountains. Maybe some of my technical knowledge would come in handy. Things underground are my meat, you know—not to mention bread and butter."

"Count me in, too, Claire," Pat agreed. "I can't think of anything I'd rather do than chase an elusive what-have-you. Maybe we can start tonight."

The rest of the trip was spent in making plans. Claire told them about her eccentric Uncle Lyman, his fondness for jewels, and how he had given the fantastic name to his house in the mountains.

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VERDICT UPHELD IN THREE CASES

Rush, LaPorte, Municipal Court Rulings are Affirmed.

The Indiana Appellate Court yesterday affirmed three judgments of lower courts and two awards made by the Indiana Industrial Board.

A judgment of \$7500 against Russell Dunbar, Osgood, as the result of an automobile accident in which Carl Demaree was injured was affirmed. The appeal was from the Rush Circuit Court.

Decision of the LaPorte Superior Court that David H. Miller, husband of the late Benetia Sieb Miller, was entitled to his wife's share of the estate of her father, Louis H. Sieb, was affirmed by the Appellate Court.

A judgment against Henry Rothchild and Clyde C. Cartwright for \$93 and interest on a promissory note given the Citizens' Loan Co. of Indianapolis, Inc., by the Marion County Municipal Court was upheld.

Appeals of George Peulner and Guy W. Oel from decisions of the Indiana Industrial Board denying them compensation for accidents were dismissed by the court. Mr. Oel was formerly an employee of the Bakers Consulting Bureau, and Mr. Peulner was janitor of the Sacred Heart Catholic Church.

DUCE'S DAUGHTER



The critical illness of his seven-year-old daughter Anna Maria (above) has diverted Premier Mussolini from official business to watch at her bedside while doctors struggle to save her from infantile paralysis complicated by pulmonary pneumonia.

BARBERS ORGANIZE FRATERNITY HERE

Linton Man Is Selected for National Chief.

Organization of the International Barbers' Fraternity has been started here with 15 charter members, according to Mac Terhune, Linton, Ind., who was elected international president at the first meeting at 322 N. East-st, this week.

Other officers elected were: Salem Bashara, Fort Wayne, vice president; Arnold Wall, Erie, Pa., recording secretary; John Price, Fortville, treasurer; Fred Dunning, Tampa, Fla., publicity agent, and James Farris, Cincinnati, O., chaplain. Mr. Bashara is to be chairman of the constitutional committee.

Other charter members are: Ted Cox, Delbert Ingle, James Northall, Melvin Knauer, Marion Martin, Lewis Taylor, Tilford Kayse, Sam Baker and Ray May.

TAXI ORDINANCE METER TESTING IS NEW WORRY

City Measure Inspectors Clock Taxicabs at Fairground.

Although Thomas E. Tarpey, city weights and measures inspector, said most of his trouble comes through itinerant coal dealers, his annual report to the weights and measures state commissioner shows that taxicab meters, gasoline pumps and old-fashioned spring scales are also among his worries.

More than 18,000 inspection operations were made since last July. Among the more numerous are computing scales, such as are used in groceries and meat markets, 2117; spring scales, used by hucksters, 1424; balance scale weights, 3449; packaged goods in retail stores, 1952; lubricating oil bottles, 4425; liquid measures, 1924.

The report showed 631 taxicab meters were checked. Present inspections under the taxicab ordinance to go into effect July 5, are included in the figure.

The taxicab inspection, Mr. Tarpey said, must be completed this week to comply with the ordinance. All concerns but one have been clocked on the new course at the state Fairground.

1300 Gas Pumps Checked

More than 1300 gasoline pumps were checked during the year, Mr. Tarpey's report showed. Each pump was tested by running out five gallons of gas in a scientifically adjusted measure. Pump shortages as much as a gallon have been discovered, the records revealed.

The weights and measures department, staffed with four deputies, is constantly checking against short measure, Mr. Tarpey said. "I feel that 90 per cent of Indianapolis merchants are honest and trying to give their customer full measure, but the 10 per cent keeps us more than busy."

Shortages are not as bad as formerly when dry measure pails were used, the inspector said. He exhibited a potato measure which has long spikes driven through the bottom. When potatoes were piled into the bucket, they remained impaled upon the spikes and could be resold, he explained. The container was confiscated several years ago.

Two cases were prosecuted during the year, the record disclosed. One ended with a conviction. Local coal companies, Mr. Tarpey said, cause little trouble. Most coal shortage cases are from dealers outside Indianapolis, who are not familiar with the law which requires them to reweigh the load after they arrive here.

BELL CO. EMPLOYEE BEGINS 46TH YEAR

Oldest in Hoosier Service, Engineer Began as Messenger.

Charles A. Cora, commercial engineer and directory supervisor of the Indiana Bell Telephone Co., this week began his forty-sixth year in the company's service.

Mr. Cora, who lives at 4930 Washington-blvd., started with the company at Buffalo, N. Y., as a messenger. He has served longer with the company than any other employee in Indiana.

During Mr. Cora's career, he has been inspector, connecting company agent, special agent and engineer. He was appointed to his present position June 1, 1928.

He is a charter member of Hoosier State Chapter, No. 16, Telephone Pioneers of America.

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