

BUSINESS IN STATE AND CITY FAR AHEAD OF LAST YEAR'S, 8 MONTHS' SURVEY SHOWS

229 Permits Issued for
Building New Homes at
\$1,625,035 Cost.

(Continued from Page One)

During August, 1936, as against 527
in August last year.

Gains in State

For the first eight months of this
year the company had 12,500 installations
in the state, 4,600 in the city, as against 5,630 in the state in
August, 1935, and 1,895 in the city.

The Indianapolis Water Co. reported
gains in customers, said it
has been "confined almost exclusively
to domestic users. The number
of industrial users still is below
pre-depression levels." The gain
thus far in domestic users this year
has been approximately 1,400 over
last.

Government surveys of retail
sales, already published, showed
substantial gains in Indianapolis
and local general surveys in the
furniture and other businesses
showed marked improvement this
August over last.

The average Indianapolis family
moreover, is finding more money
for relaxation. J. F. O'Mahoney, Indiana
State Restaurant Association
secretary, said that business among
Indianapolis members has increased
approximately 20 to 30 per cent
over last year, and attributes much
of the increase to the fact that
families are "eating out" more.

Business at 1929 Pace

In Lake County and the Calumet
district, he said, some members re-
port business levels as high as 1929
and that in spite of the fact that
there are many more restaurants
now than there were then.

All members report increases, he
said, and he anticipates further in-
creases during the winter. Restaurants,
he said, are "plagued by taxes, the cost of food, and the
circumstance that general salaries
have not yet caught up with ad-
vancing prices."

The average Indianapolis family
goes to between 25 and 30 per cent
more movie shows now than at this
time last year, the downtown
theater manager estimated. Other
managers declined to estimate the
increase for trade reasons, but all
agreed that there had been an in-
crease.

Pocket Books Jingle

Presence of spending money in
Indianapolis pocket books also was
indicated in a report of the Indiana
Brewers Association, made by the
executive secretary, Harold
Feightner.

July, 1936, beer sales were high-
est since repeat in Indiana, with a
total of 152,000 barrels. In July, 1935,
but 110,460 barrels were sold.

The 1935 total was 940,748 barrels,
and the total this year, he es-
timated, would reach 1,300,000. Al-
ready this year 650,581 barrels have
been sold. Sixty-eight per cent of
the sales were in bottled beer, he
said, which is exactly reversed from
the ratio of a year and a half ago.

More people are riding street
cars, the Indianapolis Railways,
Inc., reported. Estimated passenger
total for this August was 4,927,500
as against 4,533,904 for August, 1935.

For the eight months ending Aug.
31 this year, the passenger total,
estimated, was 43,670,744 as against
the total for the corresponding pe-
riod last year of 39,520,351.

The company also is carrying on
extensive construction work, putting
in new track at the approximate

cost of \$1,155,000 and about to begin
construction of new car barns,
garage, storage rooms and offices at
1100 W. Washington-st at a cost of
\$750,000.

More average families are taking
to the road in motor cars, Marion
County new car registration figures,
as reported by the Indiana Clipping
Service, indicated.

This August there were 1705 new
cars registered as against 1438 in
August last year. From Jan. 1 to
Sept. 1 this year, there were 15,186
new car registrations as against
11,154 last year over the same period.

This is borne out in state gasoline
tax receipts which, for the first
eight months of 1936 were \$12,907,-
405.35 as against \$12,461,457.75 for
the corresponding period of last
year, a difference of \$1,445,947.60.

In August this year the receipts
were \$2,126,013, as against \$1,906,-
517 in August last year, a difference of
\$219,495 between the months.

Workers in Demand

Some of the reasons for these in-
creases are shown in estimated busi-
ness surveys. H. A. Rogers, Building
Supply Dealers Institute secretary,
said that demand for the building
trade artisans is higher in Indianapolis
now than at any time since
1929. He said there would be a
let down this winter, perhaps, but
that it "won't be anyway near the
let down there was last year."

The outlook, he said, is decided-

ly cheerful in his business and he
attributes it both to public build-

ings and private enterprise.

The Indiana farm, drought-
ridden as he was this summer
probably will have a greater aggre-
gate income than last year's \$240,-
000,000, agricultural economists say.

Price increases will account for
it, they said, even though the pro-
duction is down. They point out,
too, that farm income is new, or
created wealth, and therefore im-
portant to every citizen economically.

J. J. Rogers, Indiana Canners'
Association secretary, struck a dark
note when he said there will not be as
many wages paid in his indus-
try, nor as many cans used, because
the crop of tomatoes is only esti-
mated to be 68 per cent of normal
while the sweet corn crop was esti-
mated to be 30 per cent of normal.

Grain Sales Bring Profit

However, Fred Sale, Indiana
Grain Dealers' Association secre-
tary, representing approximately
500 county elevators, said his busi-
ness had been "more satisfactory
this year than the last two or three
in spite of the drought."

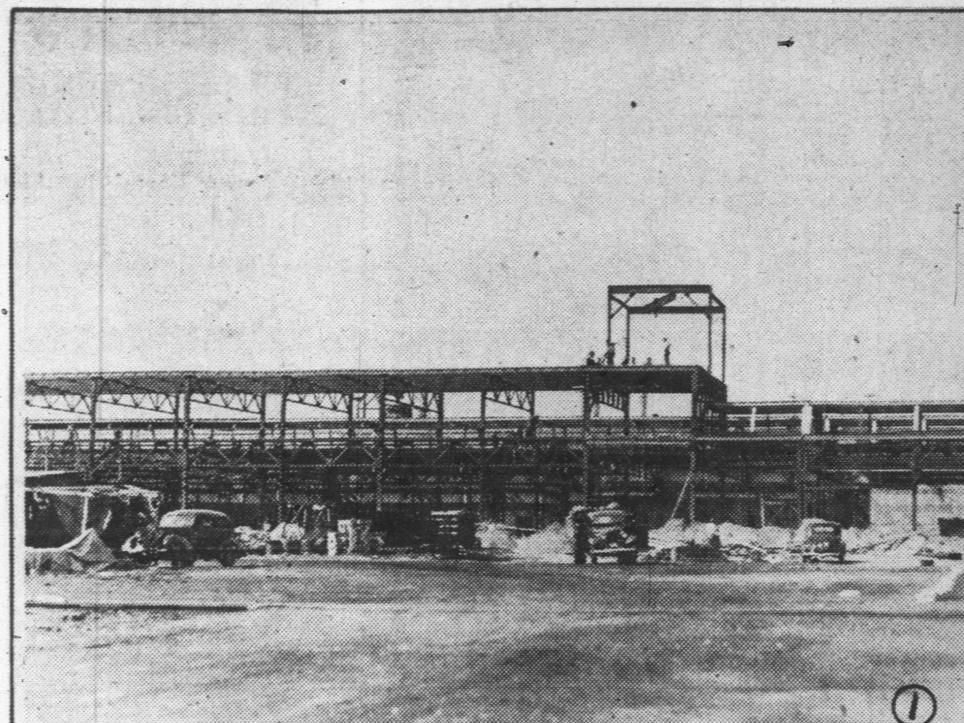
The margin of profit was greater,
he said, and prices paid to farmers
for wheat and oats were better
than usually are paid at harvest
time. Both wheat and oats, he
said, were of excellent quality. Cor-

Mrs. J. C. Claffey, Indiana Hotel
Association secretary, said business
in Indiana hotels is about 15 per-
cent better this year than last, and
divided responsibility for the in-
crease about equally between room
rent and cafe and dining room
services.

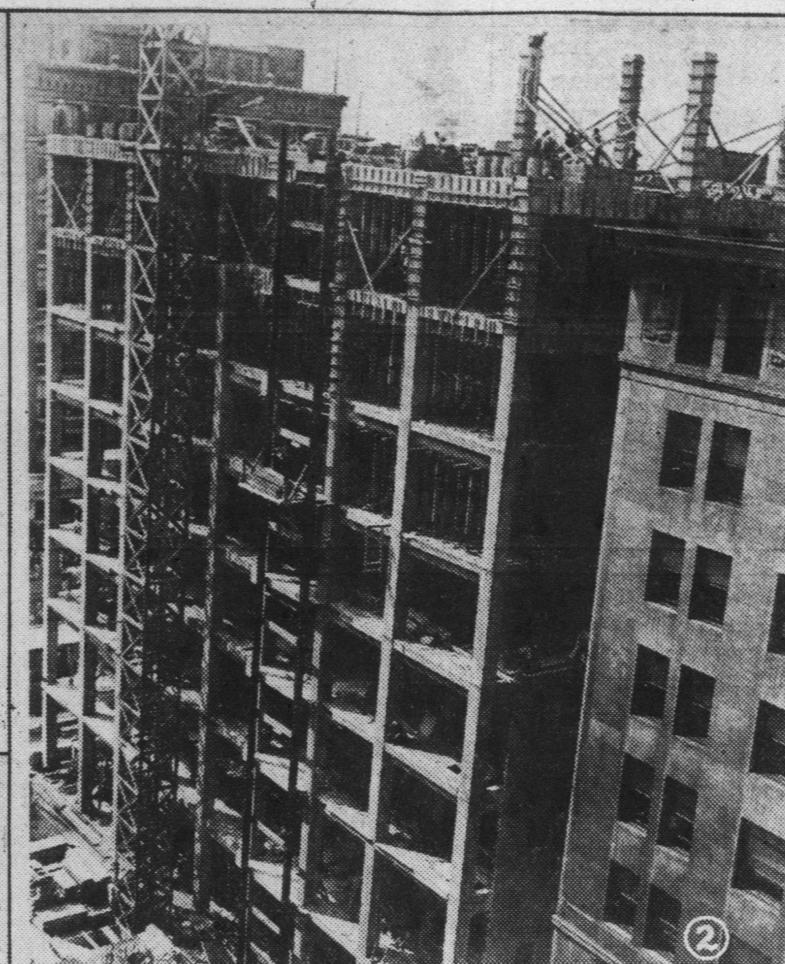
Indianapolis newspaper advertising
lineage is up. There were, in
round numbers, about 750,000 more
lines of retail advertising in daily
and Sunday papers so far this year
than for the same period of 1935.

Total approximate lineage gain
in all papers and in all classes is
3,665,000 lines to date over the first
eight months of last year.

Here's Evidence of Better Times for Indianapolis



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HAYGOOD IS DUE TO TAKE STAND

Alma McClary Completes
Testimony in Trial of
Crickmore.

George Haygood, former union
organizer, was to take the stand for
the state in Criminal Court this
afternoon in the trial of Victor
Crickmore, charged with murder in
connection with the death of John
Penny, grocery truck driver.

Alma Louise McClary, 24-year-old
waitress, completed her testimony
on cross-examination this morning.

She testified, under questioning of
Clyde C. Karrer, defense counsel,
that when interviewed by police
shortly after the alleged fatal shot
of Penny, she told detectives she
was Detroit at the time of the
truck driver's death.

On direct examination yesterday
she testified she was with Crickmore
on March 7, 1935, when Penny
allegedly was shot.

Yesterday Mrs. McClary pointed
out Crickmore as one of the two
men she, claimed, stoned Penny's
trucks.

Mrs. McClary said she and Hay-
good picked up Crickmore and Mrs.
Mary Freels and drove out the
National highway until they saw the
truck which Mr. Penny was driving.

Haygood said, "There's one we
want," and he and Crickmore threw
stones at it. Later that night the
boys stoned four more trucks on
the road to Terre Haute," Mrs. Mc-
Clary testified.

Several weeks later, Mrs. McClary
testified, Crickmore told her, "If you
know what's good for you, you'll
keep your mouth shut."

The young waitress said she had
served at a lake in northern Indiana
with Ray Seidel, state's investi-
gator, and Mrs. Seidel since she
surrendered herself to him.

Two farm boys, Fred Schmid Jr.
and Philip Schmid, testified yes-
terday that they found Mr. Penny
slumped in his truck, which had
careened into a hayfield.

He was unconscious and bleeding
from a wound on his forehead, and
some missile had shattered the
truck's windshield, the brothers tes-
tified.

Don McKamy, Belleville farm
laborer, described a "black car" he
saw swerve into a filling station at
the edge of Belleville and then proceed
west.

Under questioning by Mr. Karrer,
Mr. McKamy said there were no
women in the auto he saw in the
filling station.

DUBINSKY RESIGNS FEDERATION POST

By United Press
NEW YORK, Sept. 2.—John L.
Lewis' Committee for Industrial Orga-
nization lost its last representa-
tive on the American Federation of
Labor's Executive Council today by
the resignation of David Dubinsky,
president of the United Ladies'
Garment Workers Union.

Precipitated by the "deplorable
conditions" resulting from the A.
F. of L.'s suspension of 10 unions
affiliated with the C. I. O. Mr. Dubinsky
mailed his resignation to
William Green, president.

General Business
Improvement Suggests
Better Living

With most people today the
main idea is quality. We no-
tice a steady increase in pat-
ronage. Business is unques-
tionably getting better every-
where.

Russet
THE UNUSUAL CAFETERIA

PRESIDENT'S AID TO DIRECT VISIT

Careful Plans Are Made to
Insure Roosevelt's
Safety.

Col. Edward Starling, head of the
United States Secret Service and in
charge of arrangements on Presi-
dent Roosevelt's current drought-
tour, arrived in Indianapolis today.

He conferred with Chief Morrissey,
heads of railroads, hotels and other
industries and personal service
agencies which will minister to
the President. Chief Morrissey is to
be in actual charge.

Proposals for the tentative route
of the special nine-car train, where
it is to be side-tracked, the route
from it to the Indianapolis Athletic
Club, and arrangements there were
submitted for Col. Starling's ap-
proval.

He went over plans for the
proposed route of inspection the
President is expected to make in the
city and inspected the police staff
that is to guard the President dur-
ing his stay here. More than 700
Indiana National Guardsmen also
are to be on duty.

Each passenger car is taken by all
railroads that carry presidential
trains. Tracks are patrolled one
hour in advance of arrival, all switch
points and locks are inspected and
all freight trains, even when the
track is double, are halted for one
hour in advance of the train's approach.

The new post is to hold a bar-
becue Labor Day at its headquar-
ters, 2926 Northwestern-av.

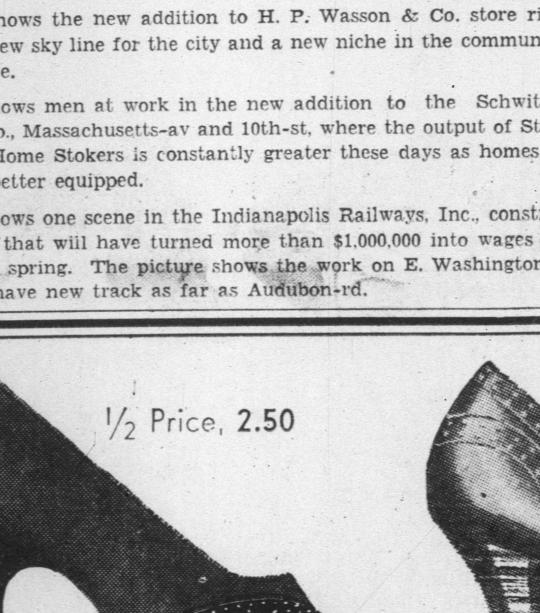
The soldier for whom the post
was named was killed in action Oct.
5, 1928, in the Meuse-Argonne, the
driving the vehicle.

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General Business
Improvement Suggests
Better Living



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Business is good! Watch the buildings go up. Notice the cars parked around factory buildings that two years ago were deserted. Most reliable busi-
ness and industrial indices show improvement over August last year in Indianapolis. Visual proof of recovering business conditions is contained in pictures above.

No. 1 shows the skeleton of the new Chevrolet Motor Car Co. fac-
tory going up in the 1000 block of N. Henry-st, creating jobs for people.

No. 2 shows the new addition to H. P. Wasson & Co. store rising
to make a new sky line for the city and a new niche in the community's
economic life.

No. 3 shows men at work in the new addition to the Schwitzer-
Cummings Co., Massachusetts-av and 10th-st, where the output of Stokol
Automatic Home Stokers is constantly greater these days as homes are
better and better equipped.

No. 4 shows one scene in the Indianapolis Railways, Inc., construc-
tion project that will have turned more than \$1,000,000 into wages and
materials by spring. The picture shows the work on E. Washington-st,
which will have new track as far as Audubon-rd.

STETSON OPENS 3-DAY SESSION FOR TEACHERS

Schools Should Not Try to
Remake World, He
Says.

(Continued from Page One)

anything we undertake," he said.

Revision of courses for sopho-
more, junior and senior years of
high school is the problem upon
which attention is focused chiefly,
Mr. Stetson said, raising three is-
sues bearing upon the curricula re-
vision. They were:

1. Will a single curriculum, com-
mon to all, be presented, or should
such offerings be varied to meet
more nearly individual needs?

2. Shall the curricula be general
and college preparatory, or shall
vocational training be included? if
so, what type and how extensively?

3. Is the ultimate goal of our high
schools the reconstruction of so-
ciety, or is it the proper task of the
schools to help their students in
adjusting themselves to society as
they find it?

STREETS BUILDING

The need of adequate buildings
was stressed by Mr. Stetson, who
emphasized particularly the need for
additional high schools.

"School buildings adequate in
size, safe in construction, properly
equipped and efficiently staffed are
essential if any progressive pro-
gram of education is to go forward,"
Mr. Stetson said. "The building
program of the commission is the
only satisfactory answer to a prob-
lem which yearly grows more acute."

The commission, he said, indicated
that increased retention of pupils in high
schools was an important factor in
the housing situation.