

## SCHOOLS PICK PSYCHOLOGIST AS PUPIL AID

Expert Appointed to Solve Youth Maladjustments Before Habits Form.

Indianapolis public schools this year have added a psychiatrist and psychologist to the Social Service Department, school officials announced today.

Dr. Alberta Jones, psychiatrist, and Dr. Jerry W. Carter, psychologist, both of Indianapolis, are to conduct the new service on a part-time basis.

This is a tentative step toward a program recommended by Dr. Max Bahr, Central State Hospital superintendent.

Psychiatrists long have contended that recognition and treatment of maladjustments in young persons in primary and secondary grades would prevent serious adult mental disorders that otherwise would develop.

### Habit Correction

Employment of a part-time psychiatrist and psychologist by the schools is an effort to recognize and eradicate bad habits formed by children before they result in serious maladjustments, according to William A. Hacker, assistant superintendent in charge of social service.

"We are not going to attempt to run a clinic," Mr. Hacker said. "This year's work will be largely experimental. Dr. Jones and Dr. Carter will be consultants. When our public school social service workers encounter cases that need help, they will seek advice from the psychologist and psychiatrist."

All appointments with Dr. Jones and Dr. Carter are to be made through social service workers, Mr. Hacker added.

### Seeks Early Correction

"When a boy has become incorrigible and is ready to be sent to reform school," he pointed out, "there is little we can do for him. If his trouble can be straightened out earlier, incorrigibility can be prevented."

Dr. Jones is a graduate of the Indiana University School of Medicine and has had three years post-graduate work at the University of Pennsylvania. She is connected with the Family Welfare Society and the Children's Bureau.

Dr. Carter also is an Indiana graduate. He is clinical psychologist at Riley Hospital.

### MRS. SARAH WAGER TO ADDRESS WOMEN

At a meeting of the Irvington Republican Women's organization tomorrow night at 5446½ E. Washington-st., Mrs. Sarah H. Wager is to speak on "Women's Responsibility to the Life of the Nation."

Hostesses are to include the mesdames Edith Haugh, Lillian Fry, Berta Hibner, Freda Helm, C. A. Cassidy and Miss May Kile.

### LEGGETT GIVEN POST

WASHINGTON, Sept. 8.—President Roosevelt today appointed Eugene S. Leggett as acting executive director of the National Emergency Council, succeeding Lyle Alverson, resigned.

Mr. Leggett has been assistant to the director.

# UNDERWOOD AGAIN WINS WORLD'S TYPING CHAMPIONSHIP

George Hossfield, holder of highest official world's typing record, wins his 9th International Championship Underwood's 26th!



WINNING five typing championships out of five classes, taking all fifteen prize awards, Underwood made a clean sweep of the International Typewriting Contest at the Canadian National Exhibition, Toronto, on Wednesday, September 2nd.

Speeding through totally unfamiliar copy that was chock-full of typing hurdles, Hossfield's score at the finish was six words per minute better than that of the nearest competitive machine.

Never before has any typewriter demonstrated such complete mastery of an international contest. Never has any typewriter, not even the Underwood, earned a better right to its title, "The Machine of Champions". Underwood not only won the World's title, but the Canadian Professional, Amateur, School Novice and the School Open Championships.

Face this fact squarely: In twenty-seven years of competition, twenty-six World's Typing Cham-

pionships have been won on an Underwood Standard Typewriter.

Underwood, more than ever, is the "Typewriter Leader of the World."

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The Machine of Champions.

## Country's Railroads Need New Rolling Stock; Heavy Industries Counting on Their Orders



The "Railplane," radically streamlined railroad coach, designed by William B. Stout.

Steelmakers Already Feel Impetus of Demand; Men Return to Jobs.

### The Second of a Series.

BY NED BROOKS  
Times Special Writer

WASHINGTON, Sept. 8.—The railroads entered the depression well stocked with equipment. Roadways were in a satisfactory state of maintenance. Terminals, shops and engine houses were adequate. In the decade beginning in 1921 their capital expenditures amounted to \$728,000,000.

Five lean years have brought a sharp curtailment in replacements, repairs and upkeep of the entire railway plant. Capital outlays from 1931 through 1935 slumped to \$1,034,000,000.

Today, with railroad revenues again on the rise and the carriers matching inventive skill to modernize equipment, the heavy industries are counting on a revival of railway spending to help lift them to normal operations.

### Steel Mills Aided

The impetus is already being felt by steelmakers and fabricators. Operations are speeding up, men are going back to work.

Official figures tell the story of what is being done—and what is needed—to bring the lines back to their former level.

More new freight cars were on order as of July 1 than in any year since 1928. Orders came for delivery of 28,000 cars, more than 10 times the number being purchased a year ago. New freight cars placed in service in the first six months numbered 11,604, compared with 1868 during the six months of 1935.

Locomotives on order July 1 totaled 90, compared with 28 in 1935. Twenty-three of the new orders were for engines of electrical and Diesel types.

Since 1928 the retirement of freight cars has exceeded replacements by about 600,000. Railroad authorities believe that the need for about half that number has been eliminated by increased speed in movement and by more prompt loading and unloading, even if the 1929 volume of freight is restored.

### Freight Capacity Increased

The average freight car capacity since 1925 has been increased from 45 to 48 tons but even with this load the total capacity of freight equipment has declined from 105,000,000 to 92,000,000 tons in the 10-year period.

Ownership of passenger cars and locomotives also has slumped. By the end of 1935, passenger cars numbered 41,584 as compared with 58,040 in 1924. The number of locomotives fell from 65,368 to 46,594. These figures, as translated by in-

dustryists selling to the railroads, spell out a substantial need which they believe will be filled if the present comeback in rail revenues can be sustained.

Coupled with the need for repairs and replacements of rolling stock is the vast amount of work required on roadway and structure main-

tenance.

Maintenance Shows Drop

Authorities differ on the extent to which maintenance has slipped during the low-revenue years, but figures of the Association of American Railroads show that expenditures on this item declined from a 1924 peak of \$1,032,000,000 to \$394,000,000 in 1935. Up to 1930, the maintenance item amounted to between \$700,000,000 and \$800,000,000 annually.

Maintenance of equipment likewise declined from \$1,203,000,000 in 1929 to \$682,000,000 in 1935.

An encouraging sign of the railroads' returning purchasing power is the rate at which they are retiring their debts to the Federal government and the Railroad Credit Corp.

Repayments of loans to the Reconstruction Finance Corp., the carriers' chief creditor, have amounted to \$155,292,000, of which \$65,325,000 was repaid in the first seven months of 1936. This year's payments, exceeding those of any other entire year, reduced the railroads' debt to the RFC to about \$350,840,000.

Repayments to the Public Works Administration on loans for new rail and maintenance work amount out to \$2,345,000, leaving a debt of \$176,886,000.

Borrowers from the Railroad

## FRENCH Flier WITHDRAWS IN FINAL AIR RACE

Detroit Steps Aside After He Is Accused of Flying Million-Dollar Plane.

By United Press

LOS ANGELES, Sept. 8.—Michel Detroyat today withdrew from the Shell cup dash, final event of the National Air Races as a sportsman-like gesture to American air racers who contend he is racing against a field of "backyard mechanics" with a plane on which the French government "spent \$1,000,000."

After Detroyat won the Thompson trophy race yesterday, Col. Roscoe Turner criticized bitterly to the race committee for letting a foreign entrant "trim a bunch of little guys

who build airplanes in their back yards."

Detroyat denied that the dark blue Caudron-Renault racer which he whizzed over the 150-mile Thompson route at the record-breaking speed of 264.261 miles per hour, either had cost \$1,000,000 or was built by his government.

Detroyat pocketed \$14,400 in prize money.

### MARINE RESERVES TO ORGANIZE HERE

Organization of a battalion of Fleet Marine Corps Reserve in Indianapolis is to be under command of Captain William O. Smith of this city, who was ordered today by Maj. Gen. John H. Russell, United States Marine Corps commander.

The new unit, to be known as the Sixteenth Battalion, is to consist of a headquarters company and two rifle companies. The headquarters company is to be composed of three commissioned officers and nine enlisted men. The rifle companies are to consist of two commissioned men and 62 enlisted men each. One medical officer is to be attached to the Battalion Headquarters.

### DENIES ALL



Michel Detroyat

INDIANA LAW SCHOOL  
OF INDIANAPOLIS  
FALL TERM BEGINS SEPT. 11.  
(Sister Schools of the Indiana Law School and the Benjamin Harrison Law School.)  
DAILY AND EVENING CLASSES  
3d Floor State Life Bldg., Indianapolis, Ind. 2890.

STENOTYPISTS TO MEET  
Associated Stenotypists of America are to have a dinner meeting at the Hoosier Athletic Club at 6 p.m. tomorrow. Members are to make plans for the year's program.

  
10 CENTS  
Sothes SKIN IRRITATIONS

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Tomorrow we present the perfect utility garment! Just slip in it—button it—and you're smartly attired for a busy day—without mussing up your hair—wasting your time—or fussing with hooks, ties or such. Modeled along the lines of a chic reefer coat, "Slender-ize" is as trim as its inspiration. It fits snugly—has short sleeves—reversible collars—and comes in blue, green, maize, tan or white colors. It's so efficient it even opens flat for ironing.

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"MILL IMPERFECTS" FROM THE FAMOUS FIRTH CARPET CO.

Save!  
Save!  
Save!

We secured 96 rugs from the famous Firth Carpet Co., classed as "mill imperfections," "mill damaged" rugs. Included in the group are famous style qualities such as International Hooked, Shuttlecraft, Farm House, Scotch Tartans, Provincial Homespun, Shaggy Tweed and Century Modern. Room size rugs, large size rugs and throw rugs.

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Save!

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... and First Qualities  
From Our Own Stock!  
American Orientals  
\$29.75  
Many have colors woven thru  
to the back. 9x12 size or 8x8  
10x8 size. Also American  
Orientals in the group.  
Axminster Rugs  
\$23.95  
Seamless qualities in 9x12 or 8x8  
10x8 size. Also Axminster  
Orientals in the group.  
Chenillecraft Rugs  
\$59.50  
Size 9x12. Famous Mohawk  
quality. Have durability of  
Wilton and softness of chenille.

1 Reg. \$59.50 Texture Genesee, 9x12... \$30.50  
6 Reg. \$5.95 Provincial Homespuns, 27x54 \$3.95  
4 Reg. \$59.50 Century Modern, 9x12... \$30.50  
4 Reg. \$9.95 Scotch Tartans, 36x63... \$6.95  
1 Reg. \$44.50 Shuttle Craft, 9x12... \$30.50  
2 Reg. \$9.95 Provincial Homespuns, 36x63 \$6.95  
9 Reg. \$57.50 International Hooked, 9x12... \$30.50  
8 Reg. \$6.95 Scotch Shaggy Tweed, 27x54 \$4.95  
2 Reg. \$69.50 Scotch Shaggy Tweed, 9x12... \$40.50  
1 Reg. \$34.95 International Hooked, 6x9... \$23.95  
1 Reg. \$79.50 Century Modern, 9x12... \$50.50  
2 Reg. \$29.75 Parade Rugs, 6x7.5... \$17.95  
1 Reg. \$39.50 Farmhouse, 8x310.6... \$29.75  
4 Reg. \$49.50 Phoenix Axminsters, 9x12... \$34.95  
6 Reg. \$5.95 Scotch Tartans, 27x54... \$3.95  
3 Reg. \$49.50 Provincial Homespuns, 9x12 \$34.95  
12 Reg. \$5.95 International Hooked, 27x54... \$3.95  
9 Reg. \$49.50 Farmhouse, 9x12... \$34.95  
5 Reg. \$9.95 Century Modern, 36x63... \$6.95  
3 Reg. \$39.50 Waverly Axminsters, 9x12... \$23.95

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