

Girl Clawed by Bear Faces Loss of Eye, Plans to Continue Career

FORMER BANKER LIKES WPA JOB

Once Earned \$18,000 Yearly, Now Content With \$93.50 a Month.

CLEVELAND, Nov. 4 (U. P.).—From an \$18,000-a-year bank vice president to a \$93.50-a-month WPA worker isn't exactly a success story, but Archibald R. Fraser thinks it is one way to make a comeback.

"I'm happy," the former vice president of the now-defunct Guardian Trust Co. said. "I've paid my debt to society, and I am trying to make a living for myself and wife and forget what happened a few years back."

In 1935, Mr. Fraser pleaded guilty to charges that he had embezzled \$3000 in bonds. He was paroled after serving a year and 10 days.

Now he is employed as an accountant on Project 17013, a WPA inventory of city-owned property. His fellow employees, for the most part, do not know that they are working with a former bank official.

"Naturally, I try to keep this a secret," said the chubby, pipe-smoking Fraser. "I am trying to make a comeback the best way I know how."

The man who once sat behind a mahogany desk and conferred with the city's leaders now works over a battered school desk, checking cards describing the condition of city equipment. One of 102 men and women counting, card-indexing and appraising 200,000 items of city property ranging from garbage trucks to X-ray machines, he feels he is doing a useful task. His project, superintendent, E. G. Perry, praises Fraser.

"He is a loyal employee and very efficient," Mr. Perry said. "I wouldn't want him to leave the project, as his varied knowledge of accounting and inventories is very useful."

Mr. Fraser, a short time before he went on WPA, filed a voluntary bankruptcy petition showing liabilities of \$122,939 and assets of \$4092.

"My new job isn't a case of courage or determination at all," the former banker said; "it's just a case of necessity."

CAPITAL HAS SMOKE MENACE CONTROLLED

Central Plant Heats About 70 Buildings.

WASHINGTON, Nov. 4 (U. P.).—Miles of underground passageways honeycomb the foundations of the famous triangle of Government buildings in Washington.

Not a precaution against air raids, they are, very undramatically, the conduits for a giant central heating plant, largest in the United States except for New York City, according to Charles H. Peters Jr., assistant chief of the National Parks Service.

One of the decisive reasons for bringing a central heating plant into operation was the disfigurement of the white limestone public buildings which were each equipped with its own plant. Smoke disposal of the central plant was worked out with great care. The stacks rise only a few feet above the roof and are masked with ornamental chromium grill work. Fly ash and smoke precipitators effectively prevent air pollution.

First put into operation four years ago to serve 46 buildings, the service has been expanded continuously and now heats about 70. The tunnels extend from the Home Owners Loan Corp. near Union Station down beneath the triangle, branching out to heat the White House and old Treasury Department Building, down to the new Federal Reserve Building opposite the Lincoln Memorial.

Six Boilers Used
Enclosed in a handsome modernistic building occupying an entire city block, six 2500 horsepower boilers generate up to 1,000,000 pounds of steam heat per hour, using 100,000 tons of coal a year.

Each furnace has 480 square feet of grate area and is as tall as a five or six-story building. Manned almost entirely by electricity, the plant requires a maintenance staff of 80 men, working in three eight-hour shifts 24 hours a day. The coal is delivered on two railroad sidings and after being dumped into the great bins, is not touched by hands until it emerges as ashes to be hauled away again. A complete system of automatic stokers delivers the coal to the furnaces.

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its cage, but the girl, prim, 21-year-old Julia Zemnick, is "sorry to have caused everyone so much trouble."

"I'll get along all right some way," she said from her hospital bed, "all I want is to get back to my art work."

Miss Zemnick still is being treated for the serious injuries she received, and may lose an eye. She said that she would continue her artistic career "as soon as I'm able to get up."

The assistant Ohio state compensation officer, J. Carroll Wolfe, revealed what compensation Miss Zemnick is entitled to receive from WPA as a result of the rare accident.

He said that all the artist's medical and hospital bills are to be paid by WPA. Miss Zemnick, who is working on a WPA art project at the time of her injury.

"Miss Zemnick can receive compensation up to \$50 a month for 140 weeks if she loses the sight of one eye. This is in addition to payment of her hospital and medical expenses," Mr. Wolfe said.

"Other compensation will be 26, Miss Zemnick was sketching

granted for additional permanent injuries."

Sympathetic persons, reading of the girl's ill fortune, have kept her supplied with flowers and candy and offered her other assistance.

The compensation officer said that the injured girl will receive temporary total compensation until she recovers.

"Then if she returns to WPA employment, she will be permitted to work overtime to earn the difference between her salary and the compensation for 15 days of her absence," Mr. Wolfe said.

"I love to sketch wild-animal life and had been looking forward to doing studies of the polar bears," Miss Zemnick said. "Those animals are so fascinating to draw—for all their seeming clumsiness they really are very agile and lithesome in their movements."

"But my interest now is gone in sketching any more 'polaris.' My wild animal life studies are going to be restricted to rabbits and other more timid beasts," she said.

When the accident occurred, Oct. 26, Miss Zemnick was sketching

Silver—a female polar bear—from a perch atop a ledge overhanging the Brookside Zoo bear pits. Silver climbed up on a water trough, which was in the corner of her cage, grabbed the sketcher's dangling legs and pulled her into the cage.

It took 10 minutes for the head

ENGINEERS TO HEAR OF CHICAGO SUBWAY

Times Special

LAFAYETTE, Nov. 4.—Senior civil engineering students at Purdue University and members of the Indiana section of the American Society of Civil Engineers will attend a dinner meeting in Chicago tonight to hear Phillip Harrington, engineer in charge, discuss the Chicago subway project.

Mr. Harrington will explain the background and engineering problems encountered in the work, soon to be started as a FWA project. This meeting is part of the annual four-day inspection trip of the students to the Calumet and Chicago industrial areas.

zoo keeper, Capt. Curley Wilson, and his aids, to rescue the slight, 100-pound artist from the 600-pound bear.

Silver's claws shredded the girl's scalp, slashed down across her face and lacerated her throat.

Captain Wilson said that the keepers were extremely lucky to get Miss Zemnick out of the bear pit alive.

"The polar bear is just as ferocious as the tiger, which most people believe to be the most vicious of beasts," he said.

Although Capt. Wilson emphasized that the girl had no permit to be sketching where she was perched, he has begun investigation of whether additional protection to visitors should be provided about the bear cages.

Capt. Wilson said that persons could be admitted where the girl was sitting, high, but inside the bars, only by a permit from the city. The zoo is a municipal institution.

A WPA spokesman explained Miss Zemnick's duty at the zoo.

"She was preparing sketches of

the animals from which ceramic images could be made," he said.

He said that the ceramic images then were to have been distributed free to schools and other institutions.

PENSION TEST CASE ASKED IN MISSOURI

JEFFERSON CITY, Mo., Nov. 4 (U. P.).—Atty. Gen. Roy McKittick today studied a request from the Social Security Commission, asking him to get a test case of the old age assistance statute before the Missouri Supreme Court.

The commission's action followed a decision of the Springfield Court of Appeals holding that Houston C. Price of Neosho should go back on the pension roll. His name was struck off by the commission on the grounds that he was not in need. The commission has removed almost 7500 persons from the rolls.

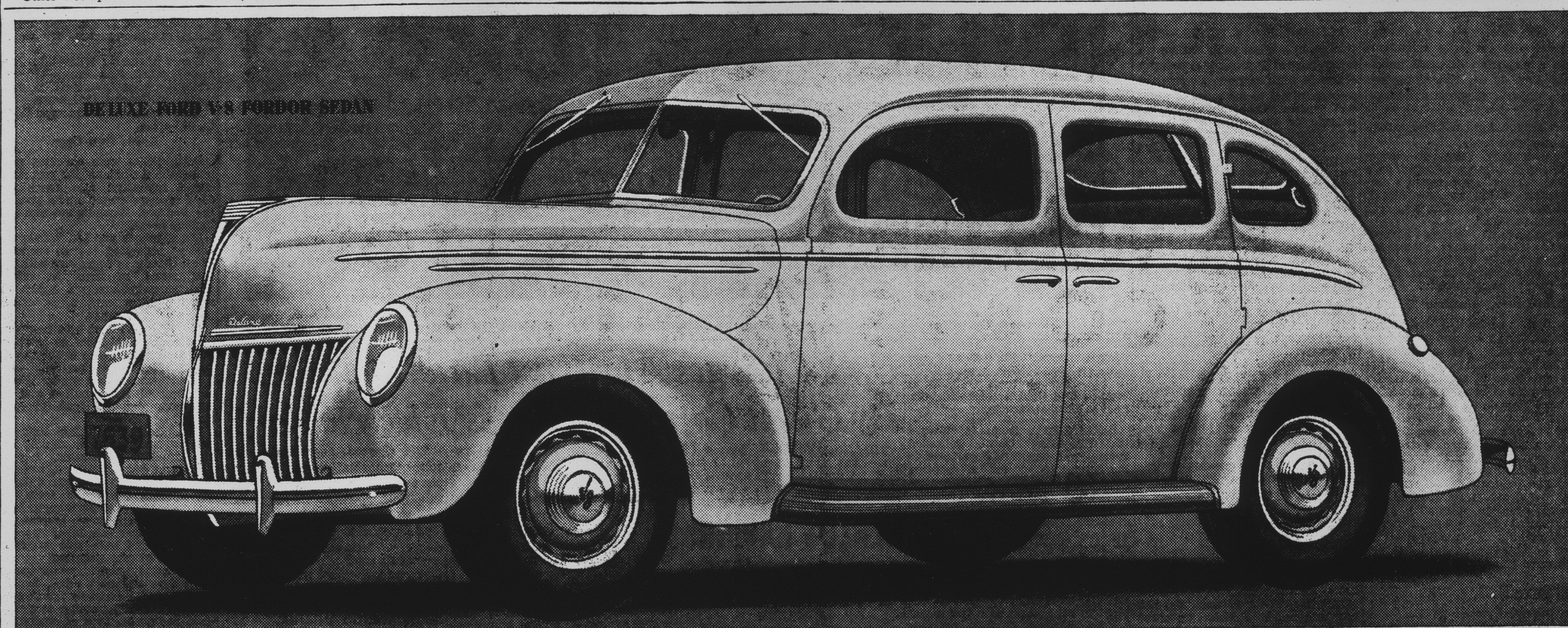
NEW WHITE TOMATO IS CALLED SWEETER

SAN JOSE, Cal., Nov. 4.—(U. P.)—Dr. Jonas Clark, 85-year old Gilroy physician and farmer, said today

that he had developed a white tomato after eight years of experimentation.

Dr. Clark described the tomato as "absolutely white, about the same shape as the ordinary tomato, but much sweeter."

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Announcing the NEW FORD V-8 CARS for 1939

GREATER VALUE for every motorist has been built into the two new Ford V-8 cars for 1939. Both help bring new meaning to the familiar Ford phrase—"The Quality Car in the Low-price Field."

Here are two new cars that further express the forward-looking policy of the Ford Motor Company... traditional Ford dependability and economy plus progressive engineering.

Each car has been given its own distinctive appearance, yet each reflects Ford leadership in design. Both bring you something of the fine streamlining of the Lincoln-Zephyr—recognized style leader for the industry. The

interior appointments of the 1939 Ford cars match their outward beauty. Every detail is styled for good taste and good service.

Both are big, roomy cars, equipped with hydraulic brakes and powered with the V-8 engine that gives you so much extra smoothness and efficiency. This year, the quiet performance of the V-8 engine has been matched by new quiet built into every part of the car.

The 1939 Ford cars bring you greater riding ease on every road. New seat construction, flexible cantilever transverse springs and double-acting hydraulic shock absorbers give triple-cushioned riding comfort.

Both Ford cars for 1939 have been Ford-priced for greater dollar value. From bumper to bumper, inside and out, they are the most outstanding cars in all Ford history.

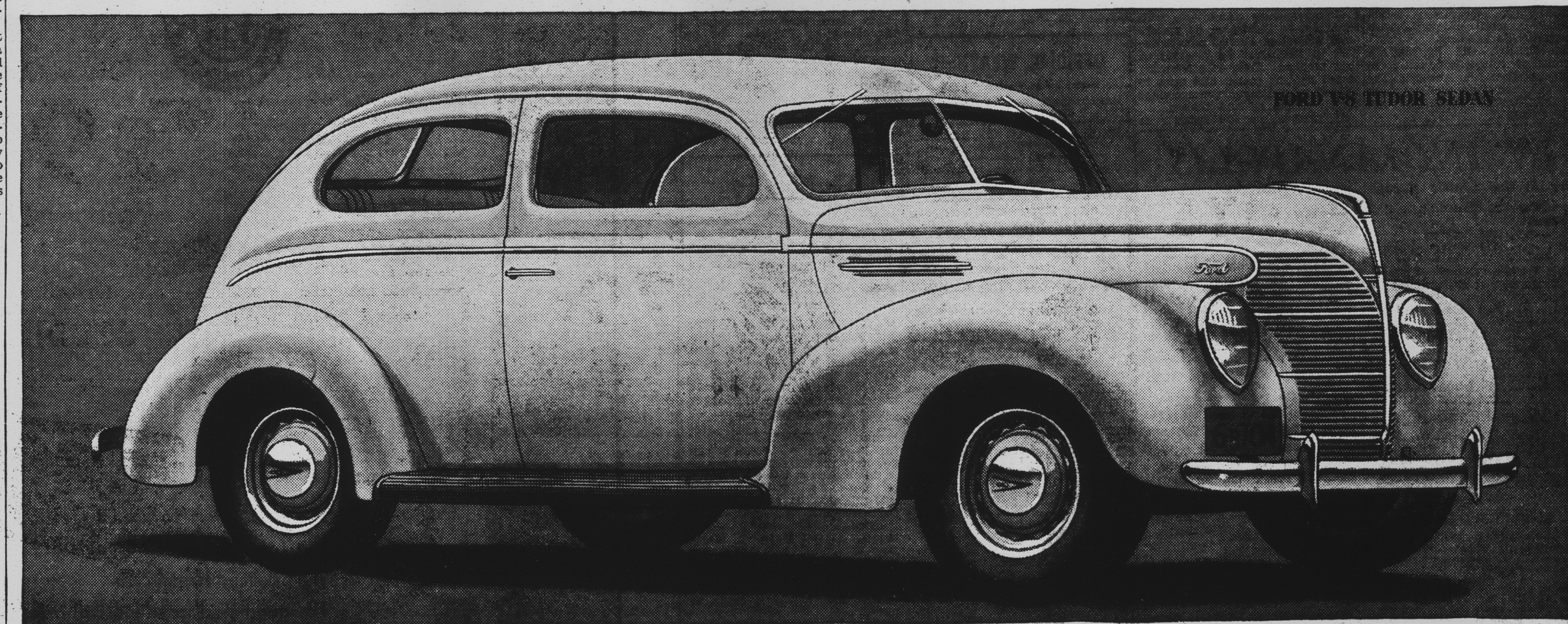
FEATURES OF THE NEW FORD CARS FOR 1939

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*A choice of 60-horsepower or 85-horsepower engine in the new Ford V-8. The De Luxe Ford has the 85-horsepower engine.

LOWER 1939 PRICES		
*For cars delivered in Detroit—taxes extra		
FORD V-8	(60-horsepower engine)	(85-horsepower engine)
Coupe	\$584	\$624
Tudor Sedan	\$624	\$664
Fordor Sedan	\$669	\$709
DE LUXE FORD V-8	(85-horsepower engine)	
Coupe	\$684	
Tudor Sedan	\$724	
Convertible Coupe	\$769	
Fordor Sedan	\$769	
Convertible Sedan	\$899	

Both the Ford V-8 and the De Luxe Ford V-8 come equipped with bumpers and bumper guards, spare tire and lock, cigar lighter, twin horns, dual windshield wipers, and headlight beam indicator on instrument panel, at no extra charge. De Luxe cars also have an extra tail light and sun visor, de luxe steering wheel, glove compartment lock, clock, and Rustless Steel wheel bands, at no extra charge.

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