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KRUSE BELIEVES TROUBLES COME EASILY TO YOUTH

U. S. Probation Officer Lays Waywardness to Their Broken Homes.

"Youth in this country is no more troublesome now than before, but has more chance to get in trouble," in the opinion of Capt. Adolph Kruse, Federal Court probation officer here.

"The modern world of automobiles, broken homes and unemployment makes it difficult for young people to avoid getting involved in trouble," he said. "They are tempted to steal cars—not for the purpose of selling them, but just to use in going somewhere. And the owners of the car are oftentimes at fault, leaving the keys in the car and the doors unlocked."

Nine out of 10 of the young men who are brought in the Court on Federal charges come from broken homes shattered by divorce or death. The children are neglected and must get out and take care of themselves. And often parents care more about having a good time than they do in supervising their children.

Few Criminally Inclined

"Oh, I know we have a youngster once in a while who is criminally inclined," Capt. Kruse said. "But there are few of them. Almost without exception the youth that gets in trouble with the Federal law has no job, has nothing to do."

Capt. Kruse has been the Probation Officer here since 1933. Previous to that, he was Court bailiff two years. He was Knox County Sheriff two terms and was engaged in police work for 13 years. Although he was in the Spanish-American and World Wars, the "Captain" is a police nickname.

When first-offenders are arraigned in Federal Court, Judge Robert C. Baltzell often refers the case first to Capt. Kruse for an investigation, if the person charged pleads guilty or is convicted. The tall, silver-haired officer then spends much time making his investigation, talking with parents, relatives, employers or friends of the offender. This necessitates traveling and compiling lengthy reports of the lawbreaker's previous record, his schooling and his jobs.

'Many Make Good'

"The greatest satisfaction in my work is seeing the boy go straight," he said. "Probation is a wonderful thing. If the youth has any good qualities about him and can see the error of his ways, he'll do the right thing. Of course, some go bad. And that's what hurts—when they don't live up to what you think they can do. But all the majority need is an awakening to the fact that they can't break the law and get away with it indefinitely. They realize that usually when they are brought in Court."

"I've seen many put on probation and make the best of it. They get a job, marry, have a family and establish a home and become good citizens. Why, I still have some come in to visit me, long after their probation periods have expired. They just come in to talk to get a little advice and to tell of their success—and to thank me and the judge for giving them a chance."

MONUMENT DISPUTE IS TERMED 'CLOSED'

Refusal of Leslie H. Coleman, Soldiers & Sailors Monument superintendent, to grant use of Monument steps to the Indiana Society, Dames of the Loyal Legion, for a July 4 meeting was a closed incident from the beginning, as far as I am concerned," Adj. Gen. Elmer F. Straub said today.

Adj. Gen. Straub said he had heard of no "public protest" reported to have been made against Mr. Coleman's action by Mrs. E. C. Rumpel, Dames of the Loyal Legion president.

"I do not even know who the Dames of the Loyal Legion are," Adj. Straub said, "nor did the American Legion, the Veterans of Foreign Wars or the G. A. R. when I asked them."

"Everything Mr. Coleman did was as high, as far as I am concerned."

EX-OFFICER FACES COURT HERE TODAY

Emmett McCormick, 38, of 826 Greer St., discharged from the Police Department recently on complaint of a 21-year-old waitress, was to face assault and battery charges in Municipal Court today.

He was released under \$1000 bond after he was arrested last night on a warrant filed by the waitress, Miss Flora Jane Reichle, 928 E. Market St.

The former patrolman was dismissed from the department after a trial before the Safety Board on the young woman's original complaint. She charged that while walking home from work after midnight the officer forced her into his car by telling her she was wanted at headquarters. She claimed that he attempted to assault her.

He denied the charges at the hearing.

DEPUTIES TO USE 'TROUBLE LIGHTS'

Sheriff Feeney today announced the purchase of two portable "trouble lights" which will throw a 1250-foot beam of 83,000 candlepower. He said the purchase was part of the program of "continuing to modernize the sheriff's equipment."

The lights, operated by batteries, can be strapped to an officer's shoulder, carried by hand or set up on a tripod. They will be used for night emergency duty and will replace flashlights.

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Chicken Salad 13c lb.
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Helps Erring Youth Go Straight



Capt. Adolph Kruse . . . 'Probation is a wonderful thing'

Woman Sculptor Turned Skipper Ends 3-Year Trip

NEW YORK, July 7 (U.P.)—Marion Rice Hart, who brought her 90-foot ketch Vanora into New York Harbor after 30,000 miles of sea-wandering, renouncing further adventuring today.

Mrs. Hart tired of a sculptor's life three years ago and left her villa in Avignon, France. Firing four skippers in a row in the Mediterranean for incompetence, she took the wheel herself and sailed through the Red Sea and the Indian Ocean, made a nightmare crossing of the South Pacific in cold and fog, went through the Patagonian channel and the Straits of Magellan.

Mrs. Hart, nearing 50 and with graying hair, hadn't known anything about boats or navigating other than that she had been on a three-week cruise once and had a good time. Barefooted, wearing her tropical sailing outfit—a brassiere and shorts—she sailed through two storms, skirted a few waterspouts, and aside from running aground on sand banks a couple of times and the running short of beer when she navigated out of sight of land for six weeks, brought the Vanora through without incident.

"The old lady is worth more than any of us," said James Alexander, who, on a year's leave of absence from the Pittsburgh Press, had signed as a crew member in New Zealand. Mrs. Hart hired three other crew members in New Zealand.

Her cook, John Smith of Bath, England, and her nephew, Paul Perez of Los Angeles, were the only crew members who made the entire voyage with her.

She brought her ketch up the bay yesterday.

Mrs. Hart wrote an informal log in mid-voyage and before she left the South Sea Islands, sent it to the Vanguard Press in New York as a book manuscript. Published a year ago under the title "Who Called That Lady a Skipper?" it received favorable reviews.

Mrs. Hart is a graduate of the Massachusetts Institute of Technology and was the first woman chemical engineer in the world. Her sister is Mrs. P. Hal Sims, wife of the bridge expert.

CALUMET CITES MODERN ROADS AS LIFE SAVERS

Hammond Boasts of No Auto Deaths Over July 4 Holiday.

Times Special

HAMMOND, Ind., July 7.—City officials today hoped for a heavy decrease in the number of traffic fatalities in the Lake County area for the remainder of 1939.

They pointed to the example set over the four-day July 4 holiday when there were no fatalities although auto traffic through the region was the heaviest in history.

The region's system of arterial highways, elimination of bottle necks, separation of grades and other improvements more than offset the increased number of cars, police said.

Bridge Completed

Widening of the bridge on Columbus Drive over the Indiana Harbor ship canal at East Chicago was completed Monday and the bridge opened on the Fourth, making it possible for police to send most of the autos returning from holidays at the Dunes over the regular route of U. S. 12.

South and north-bound cars traveled rapidly over the four-lane U. S. 41 with much of the load going by way of the crossings.

Grade separations in the central and south central section of the county assisted in the movement of cars over U. S. 6 and U. S. 30.

Traffic Speeded Up

Police and traffic engineers here said it was most unbelievable that the improvements of the past 10 years in highway planning could have accomplished so much in the speeding up of traffic.

Ten to 15 years ago, it was recalled, traffic moved so slowly that it was not uncommon for a motorist to be three or four hours en route from Michigan City to Whiting.

APPEAL FOR TRAFFIC JUDGE IS REJECTED

RUSHVILLE, Ind., July 1 (U.P.)—Judge William F. Marshall today had denied a petition asking appointment of Harry Rhodes, a Ripley Township justice of the peace, as a special traffic judge of Rush County.

In denying the petition, signed by 33 citizens, Judge Marshall said he believes present justice of the peace courts were sufficient to handle minor cases and that expense of creating a magistrate court was not justified.

Handmade Cigar Trade Has Gone Up In Smoke, Sighs Veteran After 47 Years

By JAMES THRASHER

Because of a train of unhappy circumstances beyond his control, Louis Doerr is forced to admit that the hand-made cigar business has gone up in smoke.

Or, to quote Mr. Doerr's ominous opinion verbatim: "If there's a cigar maker alive and in captivity 10 years from now, people will be willing to pay a dime to see him."

Mr. and Mrs. Doerr operate the largest hand-made cigar factory in Indianapolis, they said. It is a room, roughly 10 by 20 feet, at the rear of their home, 334 N. Chester St. There, surrounded by trunks of the fragrant weed, they turn out each year around 100,000 examples of the custom built cheroot.

Trade Once Flourished

Time was when cigar making was one of the city's thriving industries, employing 600 panatela virtuosos. Today, the Doerrs have only three competitors in Indianapolis: John F. Gartlein, 1219 N. Windsor St.; Henry G. and Alf A. Reger, 2402 E. Washington St.; and Herman P. Harms, 2521 College Ave.

Forty-seven years ago, when Mr. Doerr began his career, young men used to spend three years, plus a hundred dollars or so, to learn the trade. Later the apprentices were paid \$4 a thousand during this period.

"Today," says Mr. Doerr, "there isn't a young man goofy enough to learn the trade."

The decline and fall of the stogie may be traced to several causes. It seems, most important are the machine age, the cigaret and the automobile.

"You can put in the paper that the machines have ruined us," Mrs. Doerr remarked.

Machine 'Takes Toll'

The cigar machine is both faster and more economical. It makes about 11 cigars a minute at a cost of \$2 a thousand. Even the cheapest handwork costs \$5 a thousand, and brings the worker \$16 a week.

In addition to the cigaret's insidious and unaided assault upon the cigar, there has been an equally potent collaboration of cigarets and automobiles, Mr. Doerr contends.

His reasoning is perfectly logical. With open windows and high speed, the smoker may find his cigar ash blowing into his own or his companion's face, creating panic and confusion of volcanic proportions. The cigaret's comparatively smaller residue may be wiped, blown or brushed off, depending upon temperament and location.

Wife Plies Trade

During all this talk Mrs. Doerr had been plying the family trade with speed and technical address. She was wrapping cigars which already

had been shaped in wooden molds. First she cuts a long, odd-shaped piece of leaf for the wrapper. Then the filler gets a top effusion of tobacco chopped off, making it look like a cigar instead of a sepiacarro.

The filler is then wrapped, the tip moistened from a little jar of "stickum," a bit more trimming, a couple of rolls with the palm of the hand, and there's your finished product.

Mrs. Doerr could have finished about four cigars while you were reading the above two paragraphs. When Mr. Doerr was in top form

he used to make 600 cigars a day, although 300 is considered a good day's work. He and Mrs. Doerr have to put on a little extra pressure around Christmas time, for their December sales are in the neighborhood of 10,000 cigars.

Firemen Customers

About the only regular customers under social security age are the City firemen, Mr. Doerr says. Smoke-eaters by profession, their connoisseurs' tastes seem to veer toward cigars during leisure moments.

Other patrons have their preferred blends, and regularly visit the Doerr

factory to have the prescription filled.

Cigar ingredients come from Havana—of course—, Puerto Rico and several of the United States. Good tobacco is grown from Connecticut to Florida, and out as far West as Wisconsin. Though he is a Hoosier by birth and inclination, Mr. Doerr can't say much for Indiana tobacco.

Leaves are mellow and mature after three or four years. They're hung up to dry when green, and later cured in cases. If the leaves are kept sealed, however, they're still good almost up to voting age.

Nature gets an assist in the matter of cigar making, since it makes the tobacco leaves curl up during the aging process, thereby cutting down on the bulk. As far as Mr. Doerr knows, tea leaves are the only others which perform a similar trick.

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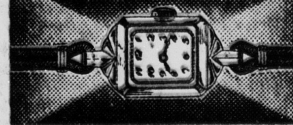
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