

# LICE RESCIND LICENSE ORDER

ests Contemplated for Failure to Have Driver's Permit, Morrissey Says; Ghost of Lew Shank Era Reappears and Is Quashed.

By RICHARD LEWIS  
body will be arrested for failing to have a 1941 license on New Year's Day or thereafter until further notice. Police Chief Michael F. Morrissey, who made this department policy clear yesterday in a confusion in the two deadlines for driver's licenses and license plates. While the deadline for plates has been extended to March 1, the deadline for operator's licenses expired last midnight.

A previous Police Department order that any motorist arrested for a traffic violation from today on who did not have an operator's license or plates has been rescinded, the chief said.

## Fight on Again—Not for Long

Buried for more than 14 years, one of the most bitter City Hall fights in the last generation was resurrected at the Safety Board meeting yesterday. The Board promptly buried it again. The controversy goes back to 1926 when the Safety Board was holly contested mass Police and Fire department appointments by Mayor Lew Shank's administration. In the case of 12 appointed firemen, the Board set aside the appointments as "illegal" on the grounds the budget did not provide for them. Ten of the 12 firemen accepted dismissal, but two kept on fighting for their jobs. In a subsequent trial before the Board, both men were dismissed. One of the men was John L. Kennedy.

For 14 years, according to legal department records, nothing more was heard of the cases of Mr. Kennedy or any of the others. The whole thing became a dim memory.

Two weeks ago, a letter came for Leroy J. Keach, Safety Board president. It said that Mr. Kennedy was demanding back the Fire Department post he lost 14 years ago. Not reinstated, the letter said, he would go to court.

"I am still and have been fit, able, ready and willing to serve as a fireman," the letter said, "and call to your attention again my claim that the suspension against me was without charge against me, without hearing and otherwise unlawful."

## Hagermeyer Gives Opinion

Safety Board members read the letter and then the opinion on the case submitted by Oscar C. Hagermeyer, assistant City attorney. They shook their heads.

"I think of reinstatement," they said.

## Thrift Record Set

A record in official thrift has been set by the divisions of the Safety Department which have turned back \$97,209.94 as an unexpended balance to the City's general fund.

## More Space for Drivers

In its 1941 effort to prevent traffic jams, police are working on the theory that the rush-hour tie-ups can be eased by moving traffic out of the downtown area as quickly as possible. Hence, police have decided to open up new traffic lanes on arterial streets by keeping parked cars out of the way.

The Safety Board has submitted to Council proposals to ban parking on the west side of Capitol Avenue from 7 a. m. to 9 a. m. between 38th St. and Indiana Ave. for inbound traffic movement and on the east side of the street between 4:30 and 6 p. m. for outbound traffic convenience.

The same idea is being proposed for E. 10th St. busy East Side street. Parking would be banned from Massachusetts to Olney Aves. on the north side from 7 to 9 a. m. and on the south side from 4:30 to 6 p. m.

## TRADE TREATY EFFECTIVE

ROME, Jan. 1 (U. P.)—A new Italian-Bulgarian trade treaty regulating commercial exchanges between the two countries became effective today.

## HAPPY NEW YEAR to YOU and YOURS

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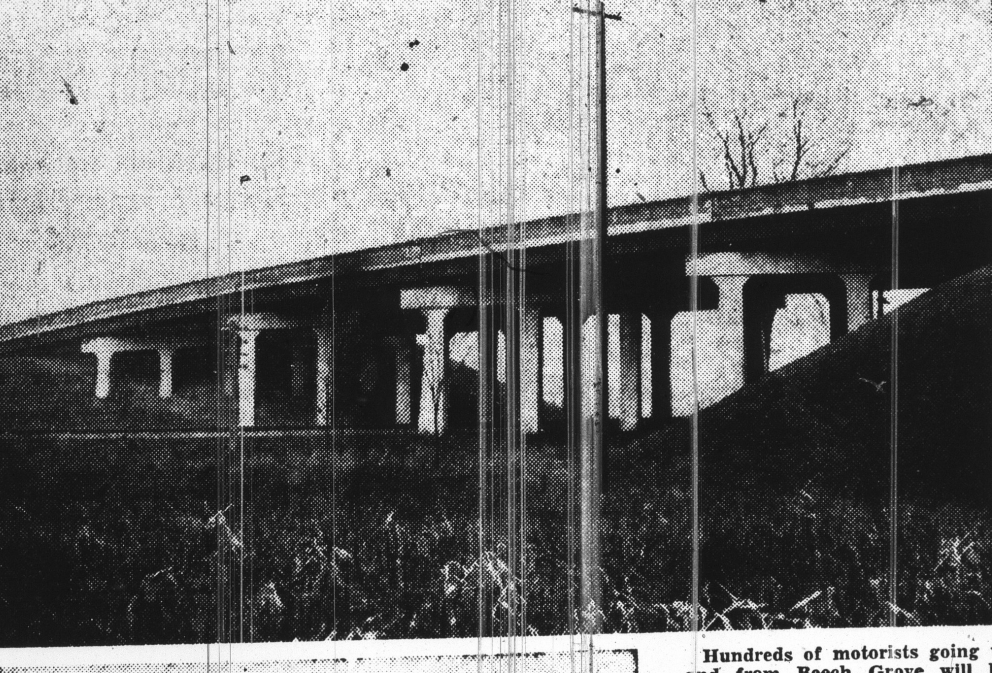
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# New Bridge for Beech Grove Traffic



## City Looks to Safer 1941 as Traffic Deaths Rise 100%

By RICHARD LEWIS

A City alarmed by a near 100 per cent increase in its traffic fatalities looked forward determinedly to a safer 1941.

During 1940, 9 persons met death in the Indianapolis traffic juggernaut. The City slid back almost to its 1937 high of 94 traffic deaths.

Aroused by the slaughter, Indianapolis citizens acted late in the year to set the stage for a preventive campaign of education and enforcement.

A plan to consolidate numerous safety organizations into a single, full-time super group under the direction of a traffic expert was launched by the Chamber of Commerce. The National Safety Council pledged its aid in the fight.

## City Is Warned

A Safety Council expert who visited the city warned officials that unless drastic steps were taken the City's traffic toll would continue to mount. His prescription was enforcement and more enforcement.

Reviewing the enforcement record, the expert found the traffic system weak in the Municipal Court. Drivers arrested for offenses rated as common causes of accidents received light fines or were not fined at all.

The number of traffic violation repeaters increased in the courts. The lack of a full-time traffic court and assembly-line trials in packed courtrooms were held partly responsible for the fact that arrests and convictions were not effective deterrents.

## Police Use Flying Squads

Police adopted the policy of selective enforcement when early in the year the traffic chart showed fatalities were running eight a month, two dead almost every week.

Into areas where accidents were numerous sped patrol cars and motorcycle men who made wholesale arrests for violations which statistics showed were causing the accidents.

Rapidly shifting police activity from one part of town to another gave the appearance of police "blitzkreigs," but at headquarters Chief Michael F. Morrissey denied his department was promoting traffic "drives."

Consistent enforcement, he said, is the only method that brings results. The shifting concentrations of motor patrols the Chief described as "selective" enforcement.

## Traffic Problem Growing

At City Hall, members of the Safety Board were confronted with a traffic problem ever growing in complexity. Accidents were increasing. Statistics showed that 5000 more cars were operating in the County than in 1939 and that State gasoline consumption was up by 36 million gallons.

The increased number of cars plus the increased number of miles traveled—as shown by the gasoline figures—was ascribed by the leading cause of the accident and fatality increase by Chief Morrissey. To combat it, the Chief concluded, more traffic police were needed.

The month of December afforded the opportunity for experiment and the Chief placed every man available downtown. Result: Despite the greatest holiday rush in the City's history, accidents dropped.

## Is Your Liver Asleep?

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# 14 MILLION IN NEW BUILDINGS ERECTED HERE

1940 Construction Revival Is City's Greatest in 10 Years.

After 10 years of comparative quiescence, Indianapolis in 1940 threw off the last shackles of the depression and resumed its growth as an industrial giant.

On all points of the compass, its metropolitan boundaries expanded as more than 1000 new homes arose against the residential skyline. And with the home building boom, which began in 1939 came the first rumble of an industrial boom.

In 1940, nearly \$14,000,000 in new construction arose in the City. It was the City's greatest building year since 1930, when the valuation totaled \$18,000,000. It was a greater year than 1939 by nearly \$300,000.

## Defense Program Helped

The new building vitality that coursed through the City came in the wake of a revival of commerce and industry. The building upswing was accelerated in the last half of the year by the surge of the defense program.

As preparedness orders began filtering into the City, eleven industrial plants expanded at a cost of \$3,000,000.

The following industrial upswing, the acceleration of home building became pronounced. Approximately 1200 new homes, most of them for sale, were built at a total cost of \$5,000,000.

New business enterprise was launched, calling for the construction of more than \$1,000,000 in business buildings. Repairs, remodeling and new additions to old structures achieved a 10-year high in valuation.

## Popp Predicts Increase

Real estate men and city officials were convinced that this was only the beginning. If the city had only \$14,000,000 worth of building in 1940, it would do more in 1941, they said.

City Building Commissioner George R. Popp Jr. predicted increased industrial expansion with residential building at least holding its 1940 pace. Indianapolis, he said, can absorb 1000 new houses a year at the rate its population is growing.

Overbuilt when the depression struck, Indianapolis in 10 years of ebbing construction exhausted its surplus of dwellings. And when its industrial-commercial pulse quickened, it found itself underbuilt.

An influx of workers to man the expanding defense industries spotlighted the lack of dwellings. Indianapolis began building again.

With this upswing, however, came problems of planning. At City Hall, Works and Zoning Board members foresaw in some new developments the creation of future slums unless steps were taken to halt "wildcat" development.

Particularly concerned by the construction of new, low-cost homes without sewers or streets, city officials decided to turn to the Legislature for broader powers to control the new residential developments.

## R. C. A. Plant Biggest

At the same time, a number of organizations began a campaign for more government slum clearance to supplement the United States Housing Authority's Lockefield Gardens for Negroes. Federal slum clearance, its proponents argued, would improve property values besides eliminating the evils of slums.

The largest single industrial expansion was the \$400,000 addition to the Radio Corp. of America plant at LaSalle and Michigan Sts. The Vonnegut Hardware Co. erected a new \$185,000 building at Maryland and Missouri Sts. and the Coca-Cola bottling plant instituted a \$110,000 expansion at Ninth St. and Massachusetts Ave.

Mammott Herrington expanded by \$164,000 in new construction; Schwitzer-Cummings, \$25,000; P. R. Mallory, \$125,000, and International Machine, \$40,000.

Col. Roscoe Turner, noted pilot, built a \$100,000 hangar building at the Municipal Airport. The Indianapolis Water Co. remodeled its Millersville Road pumping station at a cost of \$230,000 and the municipally-owned Citizens Gas & Coke Utility erected a new \$550,000 gas holder at 21st St. and Northwestern Ave.

## New Apartments Go Up

New apartment buildings went up on the immediate North Side. At 13th and Delaware Sts., the \$185,000 Windsor Court went into construction. At Fairfield and Central Aves., a \$216,000 program was started for the Fairfield Colonial Apartments. A \$174,000 apartment building was begun at 1215 N. Pennsylvania St.

## LEGION POST HEAD 36

OLYMPIA, Wash., Jan. 1 (U. P.)—Harry Lynch, 36, commander of the American Legion post here, believes he is the youngest commander in the nation.

## HERE'S WHAT Happened

when an automobile went out of control as it was being driven into a gasoline station in Dunkirk. It crashed into a gasoline storage tank, knocking a valve off the tank.

The gasoline spread over the hot motor, burst into flames, and the fire shot nearly 100 feet into the air.

The occupants scrambled out of the machine as 30,000 gallons of gasoline went up into smoke and the station operator's home caught fire.

No one was hurt. SHELBY COUNTY officers who sped to the fire Eriehard farm near Shelbyville recently to capture "thieves" ended up a bit red-faced.

They found two very disgusted Franklin young women, standing beside their car which had bogged in the mud.

The officers helped free the car and departed.

IF YOU HAD A NECK AS LONG AS THIS PILLLOW AND HAD A SORE THROAT DUE TO COLOLS

THE TONSILINE SHOULD QUICKLY RELIEVE IT

# Gets Lodge Office



E. M. Demlow... new lodge high priest.

E. M. Demlow will be installed as high priest of Oriental Chapter, F. and A. M., at 7:30 p. m. tomorrow at the lodge hall, 22d St. and Central Ave.

Other officers who will be installed are Clyde Harman, king; Faun Pherigo, scribe; E. L. Goldsmith, captain of host; Carl Innis, principal sojourner; Royal Colby, royal arch captain; John Colby, master of third veil; Harvey Cunningham, master of second veil; Carl F. Waggy, master of first veil; W. E. Gentry, secretary; Ralph I. Rautzhan treasurer; Ferris Deputy, chaplain, and Edward Schuler, Tyler.

## URGES WORK FOR SMALL JOBBERS

Tool Engineer Says Pay-Plane Output.

DETROIT, Jan. 1 (U. P.)—President Roosevelt has been informed that Detroit has sufficient skilled workers to produce 5000 warplanes daily "if the Government will do the things that are necessary to start the wheels turning."

President J. J. Griffin of the Society of Tool and Die Craftsmen presented Mr. Roosevelt with a "pay as produce" plan to permit work by small jobbing shops on defense projects as he asserted that "thousands of highly skilled mechanics" (are) walking Detroit streets."

The American Society of Tool Engineers maintains there is a shortage of skilled workers needed for preparedness orders and is promoting training programs in many parts of the country.

Mr. Griffin's plan for adding from 100 to 250 small tool and die job shops to the defense roster was two-fold, his letter to the President stated.

He proposed that the Government ease financial burdens of the small establishments by making a 10 per cent contract payment on its award and adding to this sum as production advanced. He also would eliminate the current bidding system, which he termed a time and money waster, and have orders granted to shops with adequate facilities to speed output.

## N. Y. INTERESTS BUY PHILADELPHIA PAPER

PHILADELPHIA, Jan. 1 (U. P.)—Sale of the Philadelphia Evening Public Ledger by trustees of the Cyrus H. K. Curtis estate to a company headed by Robert Cresswell, former treasurer of the New York Herald-Tribune, was announced today. Terms of the transaction were not announced.

C. M. Morrison, who resigned as editor of the Ledger in 1939, will return as editor under the new ownership.

## SAMUEL LYONS, 62, VETERAN, IS DEAD

Funeral services will be held at 2 p. m. tomorrow in the West Side Church of God for Samuel Lyons, Spanish-American War veteran, who died Monday in the Veterans Hospital. Burial will be in Floral Park.

Mr. Lyons, who was 62, was born in Mt. Salem, Ky., and had lived in Indianapolis 15 years. He served in the Philippines and was a member of the West Side Church of God. He was a blacksmith by trade and lived at 275 N. Elder Ave.

Survivors are his wife, Mrs. Nancy Lyons, and three daughters, Mrs. Grace Short, Mrs. Beulah Falconberry and Mrs. Edith Taylor.

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