

# NOTED AUTHOR DIES IN CANADA

Stephen Leacock, Humorist,  
Economist Had Been  
Ill Month.

TORONTO, Ont., March 23 (U. P.).—Stephen Leacock, 74, Canadian humorist, author and economist, died in a hospital last night following an operation. He had been ill for one month.

Leacock, who retired in 1936 as a professor of economics at McGill university, began his writing career before the first world war. His humorous books included "nonsense novels" and "frenzied fiction."

Late in life he turned to more serious work. His books included "The elements of political science" and "The Voyages of Jacques Cartier." His last book was a history of Montreal.

Born in England  
Born in England, Leacock came to Canada with his parents in 1876 and attended upper Canada college and the University of Toronto. Later he received his doctorate at the University of Chicago.

Before going to McGill in 1901, Leacock taught for 10 years at upper Canada. He stayed at McGill until his retirement despite offers from Harvard, Yale and Princeton. Leacock, whose home was in Barrie, Ont., was one of the founders of the University club in Montreal.

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# Tributes Paid Memory of Cook



Maj. Gen. John F. Curry . . . "Weir was an air-minded enthusiast to the last."



Lt. Gen. Joseph T. McNarney . . . "I admired the flying skill of Col. H. Weir Cook."

# HIGH ARMY MEN ATTEND DINNER

Naming Airport for Ace  
Climaxes 5-Day Plane  
Exhibit.

By VICTOR PETERSON

One of the most glowing tributes ever accorded a man and his memory was paid last night to Col. H. Weir Cook, who died for his country in the Pacific, as 1800 military figures and civilians attended a dinner in the Scottish Rite cathedral for the renaming of the municipal airport in the name of the local flying ace.

High ranking military men came from all parts of the country to attend the dedication ceremonies capping a five-day memorial which featured the largest aviation exhibit ever assembled in this country.

Mrs. Cook and the military authorities, mostly close friends of the late colonel, were visibly touched as intimate glimpses into the flier's life were sketched.

# Stress Cook's Modesty

Dominating the memories were Col. Cook's modesty, "abundant" sense of humor and his untiring and unselfish interest in the youth of America "to whom," as Mayor Tyndall said, "he gave himself so unstintingly that financial interests suffered greatly."

Lt. Gen. Joseph T. McNarney, deputy chief of staff of the army and close friend of Col. Cook, spoke briefly, but recalled vividly heroic acts in the skies over Europe in world war I.

"His enthusiasm for the air corps was great; his skill as a pilot was great, and I admired his fighting skill in France and I admired him for his work in aviation as a civilian," said Gen. McNarney.

"Two actions come to mind. Once he tangled with six enemy planes, shot one down and beat off the others. Another time he tackled three, but his gun jammed. How he got it working, I don't know. But he did. He shot down one and the others ran."

"For a man of his great character, Indianapolis could bestow no greater honor than naming an airport in his memory."

# Lauds His Air-mindedness

Another friend of Col. Cook, Maj. Gen. John F. Curry, commanding officer of the western technical training command, Denver, eulogized the late ace and lauded his air-minded enthusiasm.

Gen. Curry told of the astonishing growth of the air forces, particularly within the past two years and expressed the hope that giant strides in the field would be continuous on the part of America.

He struck at over-optimistic hopes of an early peace saying, "continuous sacrifices and endless effort still must be given."

"Look at war like a businessman looks at business. He never underestimates his competitor. He goes to no end to eliminate him. So it



Mrs. H. Weir Cook . . . her emotions were mixed.

must and will be with our efforts against the enemy."

Governor Schricker spoke soberly of the honor Col. Cook brought to Hoosier state and expressed the desire the state could live up to claiming such a man.

On behalf of the American Legion, Col. Roscoe Turner presented Lt. Col. Walker W. Winslow, chairman of the event and superintendent of the airport, the Weir Cook airport flag.

Also honored were members of the Indiana wing of CAP of whom 550 of 2500 were present. Wing colors were presented to the unit by Howard Sweetman, president, on behalf of the Indianapolis Rotary club.

A plaque in memory of Col. Cook will be presented, when finished, by the Service club of Indianapolis, it was announced by John M. Hare, president.

C. Walter McCarthy, managing editor of the Indianapolis News, acted as master of ceremonies and introduced the distinguished guests. Father Joseph V. Somes delivered the invocation and the CAP band, squadron 5261, Terre Haute, provided music.

# Distinguished Guests

Distinguished guests included Maj. Gen. Jacob Fickel, Maj. Gen. James L. Collins, Maj. Gen. W. H. Frank, Brig. Gen. Franklin O. Carroll, Brig. Gen. E. W. Evans, Col. Henry E. Tisdale, Col. Weldon Modisette, Col. Robinson Hitchcock, Col. Edwin Bobzien, Col. R. L. Copsey, Col. John G. Salsman, Col. L. M. Johnson, Col. Thomas M. Jervey, Lt. Col. Lawrence C. Greenley, Lt. Col. Walter Evans, Lt. Col. Robert J. Rantz, Lt. Col. Dudley Outcalt, Lt. Col. Harold E. Hartney, Lt. Col. Earle Johnson, Lt. Col. Edward H. Bowman, Lt. Col. C. E. Beasley, Lt. Col. Harry Edison, Maj. Ralph E. Bolton, Lt. Col. L. D. Bibler and Lt. Gov. Charles M. Dawson.

# GOOTEE TRANSFERRED IN HIGHWAY BUREAU

Victor Gootee, state highway commission chief clerk, was appointed state government mileage administrator today by Governor Schricker.

Gootee succeeds Ralph Wilson, who resigned to devote more time to his duties with the state board of accounts.

# AWAIT DEFENSE IN CHAPLIN CASE

Court Rules Today on Plea  
To Dismiss Joan's  
Charges.

HOLLYWOOD, March 23 (U. P.).—Charlie Chaplin rallied his witnesses today in hope of proving to a jury of oldsters that the one rendezvous he kept in his New York skyscraper suite with Joan Barry amounted only to a friendly chat instead of a violation of the Mann act.

First, there was the matter of the plea for an instructed verdict of not guilty. Chaplin's attorney, the portly Jerry Giesler, made that late yesterday, insisting that his client was the victim of a scheming woman, whom he had accused an hour earlier of attempting blackmail.

Miss Barry denied that she demanded \$150,000 of Chaplin on threat of putting his name in headlines across the nation, and Giesler spent an hour urging Judge J. F. T. O'Connor to dismiss the case. That was a formality to which nobody, Giesler included, expected the judge to agree. It did, however, pave the way for Chaplin to appeal, should the jury find him guilty.

# Carr to Answer Plea

Since Giesler did make the speech, however, the judge had to let Prosecutor Charles H. Carr answer him. Carr was scheduled to talk on the first order of business today. He said he could state his case in about half an hour.

Then came the first of the defense witnesses, with the ones so far identified making a strange assortment, in so far as the courtroom fans are concerned. What they possibly could know about Miss Barry's trip as the multimillionaire comic's guest to New York two years ago remains to be revealed in their testimony. Giesler refrained carefully from making public any idea of what they intended to say.

# Will Call Oil Man

They include Hans Reusch, nervous young movie writer who befriended Miss Barry the night in December, 1942, when she was evicted from Chaplin's estate and attempted to commit suicide; Claude Rosenstein, attorney for the Tulsa, Okla., oil man, J. Paul Getty, and Getty himself. Giesler has hinted broadly that Miss Barry was a friend of Getty long before she met the middle-aged Chaplin.

Giesler said he still had not decided whether to call Chaplin as his own witness, nor whether the testimony of Tim Durant, man-about-Hollywood, would be useful. Durant introduced Miss Barry to Chaplin in the first place and was in Chaplin's tower apartment at the Waldorf-Astoria hotel when Miss Barry called and, according to her, spent most of the night.

# RAIL RATE HEARING DATE WILL BE FIXED

With the cross-examination of the public's witnesses completed yesterday, a date for continuance of the Indianapolis Railways rate reduction hearing before the public service commission will be set at a conference to be called soon by George Beamer, PSC chairman.

Utility attorneys questioned Hugh Abbott, chief engineer of the PSC, in an attempt to challenge the basis which he used to set the utility's fair value of used and useful property at \$3,200,000.

Arthur L. Gilliom, one of the defense lawyers, indicated that the transit firm's next step would be to present its own witnesses and exhibits.

# Ration Calendar

**MEAT**—Red stamps A8, B8, C8, D8, E8, F8, G8, H8 and J8 in Book 4 good for 10 points each.

**CANNED GOODS**—Blue stamps A8, B8, C8, D8 and E8 in Book 4 good for 10 points each. Stamps F8, G8, H8, J8 and K8 become good Saturday.

**SUGAR**—Stamp 30 in Book 4 is good indefinitely for 5 pounds. Stamp 40 in Book 4 good for 5 pounds of canned sugar. Stamp 31 in Book 4 becomes valid for 5 pounds Saturday.

**SHOES**—Stamp 18 in Book 1 expires April 30. No. 1 "airplane" stamp in Book 3 good indefinitely. Another shoe stamp becomes valid May 1.

**GASOLINE**—Stamps that expire Friday are B and B1, C and C1, old-style E and R and strip T not quarterly designated. Stamp A11 is good for 3 gallons through June 21; B2, C2, B3 and C3 good for 5 gallons until further notice; other T's good for 5 gallons; E1 good for 1 gallon; E1 good for 5 gallons only at bulk stations. A, B, C and D coupons are not valid until they have been indorsed in ink or pencil with automobile registration number and state. Motorists need write only 1944 numbers on book and coupons.

**FUEL OIL**—Period 4 and 5 coupons valid through Sept. 30. All changemaking coupons and reserve coupons are now good. Consumers should have used not more than 84 per cent of their ration as of March 13.

**TIRES**—Next inspection due, A's by Friday, B's on or before June 30 and C's by May 31; commercial vehicles, every six months or every 5000 miles, whichever is first.

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