

PLANNERS SEE 600,000 HERE

County Takes First Steps Toward Inventory of Resources.

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plan to avoid congestions and conflicts in the future.

"Under our master plan, developments will be regulated in an orderly manner for the benefit of all the people in the future," Mr. Abbott said.

George Vestal, member of the plan commission, has been named chairman of the committee for industrial sites and sub-divisions.

Paul Moffett, also a commission member, is chairman of the committee on agricultural developments and Paul Brown, county surveyor, is chairman of the plan group on highways, drainage and flood control.

Mr. Vestal asked the township planning groups to consider tax rates, land use possibilities with the view to developments beneficial to their respective communities.

Cities Lower Taxes

"More factories in your township will mean higher assessed property valuations and a lower tax rate," he said. "Also an industrial development in your community will provide more employment for your citizens and increase property values."

He said one of the main objectives of the master plan would be to avoid development of villages of shacks that decrease property values.

"This can be done by the full co-operation of township committees and by co-ordinating their program with that of the city plan commission."

Chairmen of the township planning committees are Walter Barbour, Lawrence township; Claude Dill, Warren; Charles Mann, Perry; Ralph Jacobs, Pike; Edwin C. J. Ristow, Wayne; Herbert Edwards, Decatur and C. Fred Davis, Washington.

Sleeps Way Right Into Reformatory

NEW YORK, Sept. 14 (U.P.).—Leon Parsley, 17, a Negro, slept his way right into the reformatory.

When asked in court yesterday why he had failed on 15 occasions to report to his parole board, his only excuse was that "I was sleeping."

At the time of his arrest for breaking into a grocery store in 1943, police had found him in a hallway—sleeping.

WAR DADS TO MEET

Indianapolis chapter 6, American War Dads, will have a membership drive meeting at 8 p. m. tomorrow in Antlers hotel. Dale Colville is chairman.

Yanks 'Well Into' Reich, Shell Aachen in New Drive Threatening to Turn West Wall

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a number of villages in Germany and crossed the border at so many new places that the advance into the Reich now had become general. Gorrell reported that the armored division he was accompanying through the steel and concrete fortifications of the Siegfried line battered steadily forward all day despite stubborn but unco-ordinated resistance which cost U. S. casualties described as "not too heavy."

Observers looking down on Aachen from the commanding heights seized south of the city saw a German town destroyed in the city as U. S. artillery lobbed shell after shell into the first fatherland prize to come within reach of Lt. Gen. Courtney H. Hodges' invaders.

The security blackout over the front obscured the situation in most sectors. Lt. Gen. George S. Patton's 3d army was reported by the Nazi high command to be advancing well beyond the Moselle south-east of Nancy, reaching the outskirts of Lunville on the Meurthe river 17 miles from Nancy.

No Word From Left

There was no new word from Patton's left wing poised on the Luxembourg-German border and last reported shelling the Siegfried line without drawing any answering fire.

A dispatch from the British 2d army front said Lt. Gen. Sir Miles C. Dempsey's forces gained more ground between the Albert and Escourt canals, and the Nazis had blown up most of the bridges across the latter barrier near the Dutch frontier, which already had been crossed at more than one point.

The Canadian 1st army, seeking to speed the cleanup of the channel coast, forced a crossing of the Leopold canal on the German perimeter defenses guarding the Scheldt estuary at Moerkereke, about two miles from the Dutch border.

Yanks Inside Brest

On the far eastern tip of France, the long siege of Brest appeared to be drawing to a close. American troops fought their way into the area of the submarine pens on the west side of Brest and into the old city itself. Two hundred Marauders and Havocs bombed four old French forts on a peninsula just before the harbor for nearly an hour today.

United Press Correspondent Joseph W. Grigg reported from Bradley's headquarters that the advance into Germany on the 1st army front developed swiftly in the last 24 hours, and added:

"The battle to smash through the Siegfried line and invade the heart of the Reich now is joined in earnest. First army tanks with strong infantry support now are seeking to smash open a way for a decisive break-through."

Headquarters Optimistic

The process of that effort was reflected in Gorrell's report late in the day that military quarters were gratified with the results of the last several hours, and seemed highly optimistic.

Murky skies prevented allied air forces from supporting the resumed offensive below Aachen. But massed artillery and self-propelled Long Tom 155's pounded the Siegfried line fortifications throughout the day.

The artillery also gave the infantry effective support, as did engineers carrying bundles of TNT, as the troops battered through the Siegfried crust.

Headquarters announced that the U. S. 1st, 3d and 7th armies had taken 320,000 German prisoners in the 100 days since the landing in Normandy.

On the Moselle line below Trier, Lt. Gen. George S. Patton's 3d army poured tanks, guns and men across the river to join in the assault on the 1st army's invading columns.

The 1st army spearheads, reinforced steadily by long columns of men and armor moving in from the west, met surprisingly little opposition in their initial advance into the Reich and headquarters spokesmen intimated a general withdrawal from the Siegfried line might be under way.

The Germans also were pulling out of their formidable defenses along the Albert canal in northern Belgium in the face of a powerful British 2d army offensive that broke into Holland at a number of points.

Latest dispatches from the field said the Americans were dynamiting and shooting their way through the enemy's fixed positions and the Germans in most instances had little armor or artillery firepower with which to oppose them.

Stubborn on Moselle

On Patton's 3d army front, however, the Nazis continued to battle fiercely for the Moselle river crossings, although their chances for a prolonged stand appeared to have been doomed by the smashing American thrust across the Moselle at Chaumont, 21 1/2 miles south of Nancy.

Patton's troops captured Neufchateau, 32 miles southwest of Chaumont, and drove ahead 27 miles to Chaumont where they were locked in a sprawling battle with the Germans last night. The Americans liberated 500 Americans, mostly women, from a German internment camp at Vitte in their drive eastward from Neufchateau.

Powerful armored reinforcements streamed into the bridgeheads between Nancy and Metz and United Press War Correspondent Robert Richards reported that Patton's troops, now holding at least one high east of the Moselle, appeared to have ended the last German hope for a major counter-attack.

Cling to 7 Forts

The only important enemy foothold west of the Moselle was in the Gravelotte and Malmsey regions just west of Metz, where a band of German student officers hung on stubbornly to seven strong forts under a storm of American bombs and shellfire.

Other 3d army forces held most of Thionville, in the German-Luxembourg-France border triangle north of Metz, and Richards said Thionville were firing across the Our river into the Siegfried forts without drawing answering fire.

Canadians Near Holland

A front dispatch also reported that Canadian troops had entered the battle in northeastern Belgium, forcing the Leopold canal near Moerkereke last night and driving on to within three miles of the Dutch frontier.

An estimated 50,000 Germans were pinned down on the Belgian sea-coast between the Scheldt estuary and the British-Canadian forces and many attempted to escape across the river mouth to the Dutch island of Walcheren. Strafing allied planes inflicted heavy casualties on the enemy in that sector.

Meanwhile, the war's bloodiest "sideshow," the battle for the channel ports, continued without pause, highlighted by a thunderous artillery duel around Calais that British coastal observers described as heavier than anything that had gone before.

O. K. HIGHER ARMY RANK

WASHINGTON, Sept. 14 (U.P.).—The war department has approved pending legislation creating an army rank higher than that of general provided a distinction is made between the new rank and the title of "general of the armies" now held by John J. Pershing, Secretary of War Henry L. Stimson said today.

BIG AIR BATTLE HITS PHILIPPINES

Japs Report Raids at Four Points; 200 Nip Planes Smashed.

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doubling the raid in which more than 200 Japanese planes and many cargo vessels were destroyed, said fragmentary reports indicated the air operations against the Philippines "are continuing against strong enemy opposition."

The score of the campaign was indicated by Gen. Douglas MacArthur's disclosure that Far Eastern air force bombers carried out new attacks on the Philippines and the protective bases from Palau in the east to the Moluccas in the south.

The weight of the intensified offensive was being carried by Adm. William F. Halsey's 3d fleet—a powerful fighting force of battleships, cruisers, destroyers and aircraft carriers.

In the new attacks, Halsey's carrier planes concentrated on Cebu, Negros and Panay islands, the latter less than 200 miles south of Manila and Bataan, where MacArthur intends to return in triumph.

The raid on the central islands followed close upon Halsey's attack on Mindanao, largest and southernmost of the Philippines, where 89 ships and 68 planes were destroyed or damaged.

Japs Fighting Hard

From Nimitz' reference to "strong enemy opposition," it appeared that the Japanese were making their first definite attempt in some time to halt the increasing blows from Central and Southwest Pacific forces, particularly those by Halsey's fleet, which has been attacking in the Philippine theater since Sept. 5.

It has hit the Philippines twice with carrier planes and the Palaus, 500 miles to the east, five times with planes and once with battleships and cruisers.

The campaign seemed to be following a pattern similar to that which led to the invasion of the Marianas. Carrier planes and surface vessels, including battleships, bombarded that island group, 1500 miles south of Tokyo, almost daily for more than 10 days before troops landed on Saipan.

Cebu, a long narrow island north of Mindanao, is separated from Negros, a smaller island, by the Tanon strait. Its principal city of Cebu is only 375 miles south of Manila and has a good air field and a harbor large enough for ocean-going vessels. Panay is north of Negros and its northern tip is less than 200 miles from Manila. Panay's main city, Iloilo, is the leading port on the Visayan sea.

WRECK SURVIVOR TELLS OF DEATHS

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brain concussion. He was taken to Union hospital and then went to the depot to await transportation to Evansville.

"I joined with the soldiers and tried to help get people out of the wreck," he said. "My glasses were found three seats ahead of where I was sitting and were not even broken."

"I went to another coach which was badly smashed. Some soldier was wandering around."

"I'm trying to find my twin brother," the soldier said. He found him dead in the lower bunk in the Pullman. While Mr. Cook was being treated at the hospital, he said that one soldier died in the same room that he was in and that he heard that five other soldiers died after he left.

Francis Holt of Jacksonville, Fla., was another passenger in a Pullman car of the Flyer and was on his way home.

"I was sleeping in a Pullman car when I felt myself raised up into the air and then I came down," he said. "I felt like I was dropping two or three feet."

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IN INDIANAPOLIS

Francis Shackelford, 317 E. Wyoming; Walter J. Rothenberger, Allentown, Pa.; Norma Frances McDowell, 821 1/2 W. 30th.

BIRTHS

Laurel Ramona Drollinger, at St. Francis; Norton, Elsie Wood, at St. Francis; William, Ruth Woodland, at St. Francis; Clemmie, Ladora Jones, at City; Rimer, Louise Jones, at City; Frank, Margaret Winchell, at St. Francis; Richard, Mary Jane Carter, at Methodist; Emerson, Jane Davis, at Methodist; Curtis, Betty Goodman, at Methodist; Reed, Ruth Thompson, at Methodist.

Harold, Marcia Passwater, at St. Francis; Francis, Mary Stutch, at St. Francis; William, Mary Lukaski, at St. Vincent's; Charles, Joyce Moore, at St. Vincent's; Russell, Minnie Tuttle, at St. Vincent's; Norman, Gertrude Becker, at Coleman; David, Deline Sherwood, at Coleman; Robert, Edith Wagner, at Coleman; Carl, Trudis Miller, at Methodist; Lawrence, Leatrice Pisman, at Methodist; C. J. Davis, at Methodist; Wilbur, Nancy Zeller, at Methodist.

Ruth Blakemore, 32, at 2082 Highland; Place, acute myocarditis; Joseph Wright, 70, at 3101 N. Gale, hypertension; Edmond Bonn, 68, at Flower Mission; Lewis A. Harding, 64, at City, myocarditis; Clara Rose Oler, 66, at 418 S. Denny, mitral regurgitation; David Chomel, 78, at City, uremia; Ethel Cook, 49, at 801 Arbor, chronic myocarditis; Clarence Russell, 5, at City, diphtheria; Richard Quackenbush, 57, at Long, sarcoid; Janet Bean, 34, at Long, Hodgkins disease; Jack Sims, 73, at City, pulmonary tuberculosis; Fred A. Rieman, 78, at 614 Westport; Walter Cherry, 17, at St. Vincent's, peritonitis; Fred S. Mitchell, 54, at 1289 W. 30th, acute myocarditis.

These lists are from official records therefore, is not responsible for errors in name and address.

Harold Arthur Smith, 107 W. Walnut; Margaret Belle Duffy, 1010 N. Penn; James Edward Lough, U. S. army; Randolph, Edna, 1212 S. East; Mary A. Cecil Johnson, 1212 S. East; Goldie Ginn Gillispie, Bloomington; Goldie Howe, Bloomington; James Harold Zipp, 124 N. Wiley; Helen E. R. Shabben, Boston, Mass.; Clara Gross, Paris, Ill.; Edna Marie DeMouth, Paris, Ill.; Leo Meade, U. S. army; Faye Sarah Brock, Kokomo; Rex Davis, 3207 N. New Jersey; Edith Pearl Davis, 4226 Crittenden; George Bryant, 1228 Broadway; Drury, 1928 Broadway; Byron Park, Rushville; Loretta Bishop, Rushville; William J. Ross, 1244 S. Talbot; Sarah

Death and Injury Toll in Rail Wreck Includes Airmen Home From Overseas

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command at Ft. Hayes, Columbus, O., said that it is "expected that many more still are in the wreckage."

The mail train, which carried no passengers, was stopped when the Flyer crashed into it, police said.

Two baggage cars and three passenger coaches on the 14-car Flyer were derailed. The first two cars behind the locomotive of the 15-car mail train were damaged, S. R. Driskell, chief dispatcher for the Chicago & Eastern Illinois railroad, said.

Gives Eyewitness Story

The engine, and the first car on each of the trains, according to Ralph E. Smith, a resident of North Terre Haute, were demolished. The first cars were sheared off at the floor and the superstructures were piled up on the tenders of the locomotives.

The passenger train left Chicago at 10:05 p. m. yesterday.

All available ambulances and doctors in Terre Haute were rushed to the scene and the dead and injured were removed to Terre Haute hospitals. The armory at Terre Haute also was turned into a temporary hospital and many of the injured were taken there, police said.

"I was asleep in the second car and all I remember was waking up in the aisle," Lt. E. B. Owens, Chicago, army officer aboard the Flyer, reported. "Our car was derailed and tipped over on its side but the other cars on the Dixie Flyer remained upright."

Counts 30 Bodies

"There were 48 soldiers in the first car and I counted 15 bodies as they were removed from the wreckage. There were at least two or three more in there."

"I helped with the injured until I became too ill to continue," Lt. Owens added.

Mr. Smith said he held lights while the soldiers dug their comrades out of the wreckage. He said the two engines were jammed together up to their cylinders.

He said he saw the bodies of about 30 soldiers carried off the train and there were about eight or 10 more bodies lying around in the field near the tracks.

Attendees at Union and St. Anthony's hospitals said that 15 of the dead were brought in there and many of the injured were hurt so critically that some may die.

Mr. Smith said the baggageman on one of the trains was injured but

refused first aid until the soldiers were treated.

He said the baggageman told him that one of the engineers was killed outright and the other was scalped seriously. He also said the one fireman was scalped to death.

Probe to Start

Railroad officials said an investigation would be started immediately.

Indiana state police and military police from Ft. Benjamin Harrison at Indianapolis were rushed to the scene to assist in removing the injured to hospitals.

Several priests were present at the scene of the wreck to administer to the dying.

State, city and county police details were augmented by approximately 50 auxiliary police from the Terre Haute civilian defense organization, and the Vigo county Red Cross chapter sent personnel to the scene.

Baggage of servicemen was scattered over the area, mixed with milk from crushed cans from the baggage cars of the mail train.

H. T. Smith, Atlanta, Ga., said that he was asleep in a berth of a

pullman behind the demolished car on the Flyer when he felt two terrific jars. He said he was thrown in the aisle, got up and helped women and children in his pullman.

City buses from Terre Haute went to the scene and transported dazed and shocked passengers to the city.

Conductor Injured

St. Anthony's hospital reported that 15 persons in the wreck were brought there but would not say whether they were dead or injured or whether they were civilians or army or navy personnel.

William Harrington, Danville, Ill., conductor of the Flyer, was injured. Most of the passengers were jarred severely, according to state police at the scene. Many reported bruises as a result of being thrown into seats ahead. Passengers on the pullmans said they were thrown against the ends of their berths and some complained of sprained shoulders and necks.

The Flyer was said to have been traveling about 35 miles an hour when the trains crashed.

Occupants of the second sleeper, which was tossed from the rails and landed at right angles to the track, escaped serious injury. Charles Roper and Roscoe Sears, both of Danville, Ill., engineer and conductor, respectively, of the mail train, were not injured.

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