

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.

Cites 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 cooperation of township committees and by co-ordinating their program with that of the city plan commission.

Chairmen of the township planning committees are Walter Barber, 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 train destroyed in the city as U. S. artillery lobbed shell after shell into the first railroad.

The security blackout over the front obscured the situation in most sectors. Lt. Gen. George S. Patton's 3d army was reported by the N.A. 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.

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

A dispatch from the British 2d army front said Lt. Gen. Sir Miles Dempsey's forces gained more ground between the Albert and Escaut 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 Moerkerke, about two miles from the Dutch border.

Yanks Inside Brest

On the far eastern tip of France, the long siege of Brest was 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 below 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 breakthrough."

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, despite stubborn but unco-ordinated resistance which cost U. S. casualties described as "not too heavy."

Headquarters announced that the U. S. 1st, 3d and 7th armies had taken 220,000 German prisoners in the 100 days since the landing in Normandy.

Field dispatches indicated, however, that the advance was moving smoothly into and through the belt of tank traps and blockhouses lining the Nazi border and that the German defenders were on the run.

The blinding allied aerial bombardment of the West Wall and the weight of American armor thrown against it on the 1st army front may already have made its defenses untenable and forced a general withdrawal to the Rhine, military observers said.

It was pointed out that the Siegfried line was constructed between 1936 and 1939, before the appearance of the giant flame-throwing tanks, mine-throwing tanks and specially-designed artillery such as the American and British armies have brought into action.

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 fire power 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, 21½ miles south of Nancy.

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

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

Rotgen Is Captured

Ten miles southeast of Aachen, American tanks and armored troop carriers captured the deserted German town of Rotgen, 1½ miles inside the border, and pushed on toward the Rhine, 35 miles to the east.

Hard-hitting American Thunderbolts, fighters-bombers circled continually overhead, dive-bombing

the only important enemy foothold west of the Moselle was in the Gravelotte and Malmaison regions just west of Metz, where a German student officers group, 1500 miles south of Tokyo, almost ready 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.

Canadians Near Holland

A front dispatch also reported that Canadian troops had entered the battle in northeastern Belgium, forcing the Leopold canal near Moresk 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.

IN INDIANAPOLIS

EVENTS TODAY

American Red Cross conference, Hotel Lincoln, 4 a. m. to 5 p. m. Indianapolis Firemen's association, luncheon, Hotel Lincoln, 12:15 p. m. Indianapolis Firemen's association, luncheon, Hotel Lincoln, 1 p. m.

Events tomorrow
Red Cross conference, Hotel Lincoln, 4 a. m. to 5 p. m. Coker Spaniel show, Hotel Lincoln, 6 p. m. Opera Readings, Civic theater, 7:30 p. m. Methodist Hospital Alumnae association, meeting, nurse's home, 7:30 p. m.

MARRIAGE LICENSES

These lists are from official records; therefore, is not responsible for errors to names and addresses.

Harold Arthur, 107 W. Walnut; Margaret Belle Duffy, 1010 N. Pennsylvania; Edward Lough, U. S. Army, Randolph Field, Tex. Virginia; James Harold Zipp, 302 N. Keystone; Francis Louis Armbruster, 2120 Napoleon; Jasper N. Sego, 225 E. 13th; Ethel H. Williams, 102 S. Clark; Shirley Marie Lambert, 1830 Dexter; James R. Coffey, 358 N. Hanson; Andrew H. Coffey, 221 Caven; G. East; Mary A. Cox, 221 Caven; Edward H. Howell, 525 S. Harding; Glenn Gillaspie, Bloomington; George E. Howell, 124 N. Miley; James Harold Zipp, Boston, Mass.; DeMoulin, Paris, Ill.; Edna Marie Meade, U. S. Army; Faye Sarah R. Davis, 3207 N. New Jersey; Edith R. Davis, 4926 Crittenden; George E. Homan, 1927 Broadway; Elizabeth Dore, 158 W. 10th; Lorraine Turk, Rusville; Lorretta Bishop, Rusville; William J. Rose, 1264 S. Talbot; Sarah

Frances Shackelford, 317 E. Wyoming; Walter J. Rothenberger, Allentown, Pa.; Norma Frances McLowell, 321 W. 20th.

DEATHS

Ruth Blakemore, 22, of 2082 Highland Place, acute myocarditis; John Wright, 70, at 3101 N. Gale, hypertension.

Edmond Bohn, 59, at Flower Mission, pulmonary tuberculosis.

Leona Rose Oder, 50, at 418 S. Denny, mitral regurgitation.

David Charles, 76, City, uremia.

Ethel Cook, 49, at 801 Arbor, chronic myocarditis.

Charles Russell, 5, at City, diphtheria.

Richard Quackenbush, 57, at 120th, sarcoidosis.

John Bean, 34, at Long, Hodgkin's disease.

Jack Sims, 32, at City, pulmonary tuberculosis.

Frank Riemann, 79, at 614 W. Weyhorst, cardiac vascular renal.

Walter Cherry, 17, at St. Vincent's, pneumonia.

Fred E. Mitchell, 58, at 1269 W. 30th, acute myocarditis.

Refugee first aid until the soldiers were treated.

He said the baggeman 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.

The mall 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 main train were damaged, 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 Batangas, where MacArthur intends to return.

The raid on the central islands followed close upon Halsey's attack on Mindanao, largest and southernmost of the Philippines, where 80 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 blow 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 Palau, 560 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 ready for more than 10 days before troops landed on Saipan.

Attendants 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 baggeman on one of the trains was injured but

had been 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.

**GERMANS STIFFEN
BEFORE BELFORT GAP**

ROME, Sept. 14 (U.P.)—French and American troops of the 7th army, converging from the west and south, encountered increasing resistance today as they herded desperate Nazis toward the Belfort escape gap into Germany.

Although the Germans were putting up stiff battles near the pass less than 16 miles from the allied lines, opposition was dwindling in the west where French forces were driving on historic Chaumont, headquarters of Gen. John J. Pershing in the first world war.

In the east, the Americans and French were swinging a curving line around Belfort that reached from near the Swiss border in the south to northwest of the pass.

American spearheads reached Cubi le Favener, 13 miles north of Vesoul and approximately 20 miles northwest of Belfort, while the French tightened their grip on the area near the Swiss frontier with the occupation of Pont de Roide, 16 miles below Belfort.

The Germans were fighting fiercely in the narrow corridor, even attempting armored counter-attacks, indicating they had not yet succeeded in withdrawing all their forces from Southeastern France.

BIG AIR BATTLE HITS PHILIPPINES

(Continued From Page One)

Japs Report Raids at Four

Points; 200 Nip Planes

Smashed.

(Continued From Page One)

nouncing 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."

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Gives Eyewitness Story

The engine, and the first car on each of the trains, according to Ralph E. Smith, a resident of North Ter