

State Traffic Takes 8 Lives Over Holiday

Deaths in U. S.

By Cars at 84

The New Year weekend claimed eight dead in traffic in the state yesterday, but no fatal nor serious traffic accidents were reported in Indianapolis and Marion County.

In the nation, the accidental death toll mounted slowly.

Since New Year's eve, 84 persons had been killed in traffic.

The fatality-less New Year's eve in Indianapolis left the city's total accident toll at 64, two less than in 1947 despite the fact more vehicles were registered in the city than ever before.

State officials said the Indiana death toll showed a 4 percent drop in 1948 from 1947 when the traffic toll was 110. The exact 1948 figure will not be available for several weeks, however.

Clear holiday traveling weather and extra precautions by city and state police kept Hoosier highways relatively free of accidents.

The death of Gale Stauffer, 29, Ft. Wayne, who was killed yesterday when his car overturned at Ft. Wayne, brought the state's holiday death toll up to eight.

Other fatalities included an Indianapolis youth, William Martz, 13, of 3115 Fall Creek Parkway, who was killed late Friday when a car in which he was riding crashed into a bridge culvert on U. S. 31, eight miles south of Kokomo.

The other dead were Steve and Inez Martin, of Bloomington; Roy Adamson, 19, Bedford; Pvt. Bobby Strickland, 22, Camp McKeithridge, Kentucky; Betty McGinnis, 16, Medaryville, and Joseph George Supa, 71, Hammond.

Indiana Farm Bureau Plans Safety Promotion

Establishment of a new department to promote safety on the farm was announced today by the Indiana Farm Bureau.

President Hassil Schenck said a farm and home safety department would begin a program to reduce farm accidents. He said

Mrs. Paul Flinn of Franklin will serve as director. She has been administrative director of the bureau's social and educational department.

Air Force Says 'Lift' Its No. 1 Achievement

WASHINGTON, Jan. 1. (UP)—The Air Force tonight listed the Berlin airlift as its outstanding achievement of 1948.

In a year-end review, the Air Force called Operation Vittles an "overwhelming success—an unparalleled effort to supply a beleaguered city entirely by air."

1948: 'Best-Laid Plans Of Mice And Men...'

Strides Made in Indianapolis Business; Civic Betterment Slow and Painful

By EDWIN C. HEINKE

IN a national magazine last August, the U. S. read this about Indianapolis:

"Economically there is probably no more healthy city in the nation...."

"But the town often seems confused, lacking a direction or a definable character...."

That was the curious story of surging Indianapolis in 1948.

It was a story of giant economic strides and golden prosperity in city and on farm.

LIKE A restless sea, it was a story of a constant ebb and flow of plans and more plans by well-meaning, thoughtful citizens, which died because of snarls of discord and the lack of a master welder of these plans.

It was a story of a human sacrifice to the lack of traffic planning and a workable mental health program. In fairness to the municipality, it was a story of lack of money. Yet it was also a story of the failure of any decisive, well-planned action to get any.

IT WAS a story of hordes of rats, still unchecked, dirty restaurants still dirty, the smoke problem still unsettled.

Singly, the stories that funneled through a newspaper city desk during the year held little significance. Collectively, analyzed they form a pattern that tell the story of Our Fair City.

Possibly somewhere in this welter of facts lies the key that will turn the great hub of Hoosierdom into a fabulous city of the Middle West.

It is possible even that the key has started to turn.

Here is the calendar of Our Fair City for 1948.

January

THE HEADLINE that was to occur more consistently than any other during the year was on

Page 1 of Jan. 1 . . . "Eight killed in State Traffic Accidents." Back

of the headline was the failure of city, county and state officials to cope efficiently with the problem that was to get worse as the days rolled by.

And on Page 1 of the Jan. 1 issue was another headline that was to appear with great regularity and comfort during the year . . . "Business Boom Will Continue, Survey Shows."

It was a story of Feeney, Feeney calls in railroads to end smoke nuisance. Feeney lays off truck driver who had too long a lunch hour . . . Feeney fires truck drivers who have criminal records. Feeney moves to eliminate "death corners" after crash kills fireman . . . Feeney halts sidewalk parking . . .

A city that had feared race rioting breathed easier. Robert Austin Wattie was convicted in the Nov. 11 murder of Mrs. Mary Lois Burney. And at Warsaw

have to clean up, or go out of

and raped. Emerson Foundry an-

businesses . . . In the meantime, people saw suburban slums rising in the county because of no building restrictions by county officials to watch these things.

March

INDIANAPOLIS began to reap what it sowed . . . "I feel funny, I have a pressure up here," said Trucker Fred Ellis to General Hospital doctors. "Take care of me," he pleaded.

But there was no room for Fred Ellis or any other Fred Ellises at our institutions.

A week later his wife Evelyn was dead of hatchet wounds inflicted by her husband.

"I imagine there are hundreds more just like him roaming Indianapolis today," seriously said Dr. Charles Myers, General Hospital head. Reporter Robert Bloem wrote a story saying there were 500 mentally ill persons in Marion County with "no place to go." Groups met, drew up plans that are still plans . . . There'll be more Fred Ellises in 1949.

Biggest industrial story of year broke with announcement that Western Electric will build mammoth plant. Thoughtful citizens knew that if recession comes in 1949, Western Electric and its 500 odd jobs will be a boon to the town. And Allison announced expansion of its engine department.

The papers were full of boom news. Civic-wise, we lagged. South Side homes were being colored a beautiful purple by gas company fumes. . . . Crime breeding bootleg cabs roamed the streets. A campaign fizzled out the cabs still flout the law.

Police started another traffic drive. Indiana Democratic editors drafted Henry Schricker for governor. George Denby announced he'd run for Congress. Traffic Engineer Lewis Johnson asks for street widening, better street lighting. . . . Mayor Feeney plans 16-man committee to study traffic.

Kraft Foods announces big new plant. President, Truman announces Gary, Ft. Wayne announces \$3 million feed mill and the Freedom Train rolls in as milk prices go to 21 cents and hog and beef prices soar.

Chamber also makes other suggestions but Mayor Feeney views with suspicion and never the twain shall meet in 1948.

City in a year's time will be a modern one. . . . Mayor Feeney ignores report.

Chamber of Commerce brings in 15 experts to study Our Fair City. They listed means how to provide sorely needed revenue, solve parking problem. Mayor Feeney ignores report.

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