

THE EVENING NEWS

A CONSTRUCTIVE NEWSPAPER
in a Progressive City
Dedicated to the best interest of a
greater Jeffersonville.

JEFFERSONVILLE, INDIANA, FRIDAY, SEPTEMBER 27, 1929

PRICE TWO CENTS

Report To Include Legislative Work Of American Legion

MEASURES AFFECTING
WORLD WAR VETER-
ANS TO BE CITED

Louisville, Ky.—Enactment of the Cruiser Bill by Congress last year is listed as one of the outstanding legislative victories of the American Legion during the year, the annual report of the Legion's national legislative committee compiled for the eleventh national convention of the Legion to be held in Louisville, Ky., September 30 to October 3, inclusive. The report is one of the work of the committee during the year and of its success in having legislative measures passed which had the support of the Legion.

Hardest Fought Victory
The hardest fought and most spectacular victory of your national legislative committee during the past session of the 70th Congress was achieved through the passage of the Scout Cruiser Construction Bill which authorized the construction of fifteen fast scout cruisers and one airplane carrier subject to the limitations of the Washington Navy Act," the report said. "While this was not an exclusive American Legion victory, Senator Hale of Ohio, Chairman of the Senate Committee on Naval Affairs, stated repeatedly that but for the active work of the American Legion throughout the nation, the Scout Cruiser Bill would have been defeated through the efforts of the opponents."

The report lists the various legislative measures affecting World War veterans in general and disabled veterans in particular, which have been enacted into laws in the last year with Legion endorsement. Among these was the enactment of generalizing amendments to the Admitted Compensation Act measures, giving civil service preference to veterans, appropriations for government homes and hospitals, several measures in the interest of national defense which had the support of the Legion and various other bills which the Legion was interested.

Law Enacted
The enactment of a law by Congress which provides for a pilgrimage to visit the graves of sons buried overseas, was among other measures which received the active support of the Legion's national legislative committee. This pilgrimage is to be conducted under the supervision of the War Department and is to be made from May 1, 1930, to October 31, 1933. All expenses are to be paid by the government and special privileges will be extended to those who make the trip.

The committee report also contains a summary of beneficial legislation for veterans, war orphans and widows, which has been passed in the various states of the Union and other state laws which were passed with Legion sponsorship or Legion endorsement. One of the interesting facts revealed in this connection is that thirty-four states have passed laws making Armistice Day a state holiday. The Legion has been active in almost every state in urging that Armistice Day be made a holiday.

U. S. Grant Dies

G. O. P. Schemes For Ousting Of Insurgents

Washington—A preliminary movement is on foot to oust several Republicans from the Senate who refuse to play ball with party leaders and whose votes have proved embarrassing to the administration in the present special session, it is reported.

An attempt is being made to link the White House with the maneuver. The first to get word that their efforts to seek office again in 1930 will be contested are Senators Couzens of Michigan and Pine of Oklahoma.

Governor Fred Green of Michigan, recently spent several days at the White House. Reports spread that Green would oppose Couzens with Hoover's support.

Pine says feelers already have been put out in his state and several attempts have been made to get a strong candidate to oppose him. Whether Hoover has had any part in the movement, Pine said he only could surmise.

"One report was that Patrick J. Hurley, assistant secretary of war was sent to Oklahoma by Hoover to stir up opposition against me. I found this to be untrue," Pine said. Couzens long has been regarded as an independent Republican and often has been found voting with Senator Norris and the progressive wing of the senate.

Pine was elected in 1924, when Coolidge carried his state overwhelmingly and at first was considered a Republican regular. Pine fell out with Coolidge over Indian affairs and since has been staying from the party reservation. He opposed Hoover's nomination at Kansas City and headed a delegation that cast its vote for Curtis for President.

Senators Norris and Borah are two others who figure in the pre-campaign talk. The difficulty in Norris's case is expected to be in getting him to run, as he is 68 and said to be anxious to retire. If he does run, he undoubtedly will face strong opposition, inasmuch as he supported Governor Al Smith in the last election.

No Court Session On Tuesday

Court will not be held Tuesday at the Clark Circuit Court, following a decision of the Jury Friday morning, when Judge George C. Kopp announced that he would leave it to that body whether or not they would hear a case scheduled for trial.

Announcement was made Thursday because of the case being set for trial on that date, it seemed probable that a session of court would be held on Tuesday, notwithstanding the day had been declared a holiday, by proclamation of the Mayor.

Tariff Measure Hits Dope Traffic

Washington—The senate has directed a blow against the opium traffic by inserting into the tariff bill a provision for more effective

Drum, Fife, Bugle Corps To Be In Contest, Oct. 2

PRELIMINARIES TO BE HELD AT
MALE HIGH FOOTBALL FIELD
WEDNESDAY A. M.

Louisville—American Legion drum, fife and bugle corps will compete for valuable prizes and national renown in spirited contests at the Male High School Football Field, Louisville, Wednesday, October 2, 1929, according to an announcement by the National Convention Contests Supervisory Committee of the Legion.

The convention city has offered cash prizes to competing Legion drum fife and bugle corps of not less than the following amounts: First prize, \$1,000.00; second prize, \$500.00; third prize, \$250.00. National Headquarters will award possession of the "Russell G. Creighton Trophy" and possession of the "Miami Trophy" to the corps winning first prize. Title of these trophies will remain in The American Legion. The corps winning first place shall be known as the "Official American Legion Drum Corps" until the next national convention.

Preliminaries, Football Field
The preliminary contests at the Male High School Football Field will start at 9:00 o'clock on Wednesday, October 2, the day following the parade. The finale contest will be held at Parkway Field, starting at 7:00 o'clock on Wednesday. The competition shall be under the supervision of the National Convention Contests Supervisory Committee.

Only members of the same post of the Legion shall be permitted to compete as a member of the corps. No member shall compete with more than one corps. Contests shall be open to all drum and bugle corps of drum, fife and bugle corps, desiring to compete, having a minimum personnel of sixteen pieces. No entry can be made by the convention city. All organizations entering such contests must participate in the parade.

Five judges shall be selected by the National Convention Contests Supervisory Committee. The names of such judges shall not be made known until after the completion of the contests. Drum and bugle corps shall be judged on the following points: Uniform and general appearance, 20 points; marching ability, 40 points; and general playing ability, 40 points. The equipment of such corps during contests shall be limited to drums, cymbals, fifes and bugles. National and post colors shall not be in motion except while corps are entering or leaving the field and even when so used, no credit will be allowed for them. Corps shall be required to march at a cadence of 128 to 132 steps per minute.

In preliminary contests, all corps shall be allowed five minutes each. Judges shall select ten corps to compete in final contests. Fifteen minutes shall be allowed each corps in final contests. In the final contests each corps must execute at least four maneuvers and play at least three pieces, two of which shall be played while maneuvering.

Next W. C. T. U. Meet To Be At Houston, Texas

Indianapolis—Members of the Women's Christian Temperance Union executive committee decided to hold

Two Heads Refuse To Disclose Topics Of Future Meeting

Washington—Tucked in the midst of Premier MacDonald's crowded Washington program are about sixty hours reserved for the President of the United States.

Whatever of moment develops from the meeting of the British Premier and Hoover will have its origin in that quiet period from Saturday to Tuesday, when the premier and his daughter, Miss Isabel will return to the British Embassy.

After days of trimming and comparison, the state department and British embassy devised a six-day program of twenty-two separate engagements. They range from informal luncheons to a White House dinner planned for the evening of Monday, October 7.

At 2:30 P. M. Saturday, the premier and his daughter will step from the clamorous atmosphere of curiosity which inevitably must surround them to the security of the White House, Monday, the premier will visit Congress. Over the week end, two men who overcame humble birth and poverty will chat. The fate of nations may rest upon their words.

The greatest and most interesting mystery of all the naval negotiations leading up to this visit does not compare with the mystery surrounding the conversational intentions of the two men who will meet here next week. None in Washington knows just what they intend to discuss.

Kentucky Stirred By Charges Of Grand Jury

Frankfort, Ky.—Officialdom in Kentucky today watched to see the newest turn that may result from the seething grand jury rebuke administered to Governor Sampson and the departments and commissions in the State government which he controls.

The Franklin County jury, after a four-weeks' siege of goings on in the State Capitol, reported Thursday it had found fraud, corruption, discrimination, favoritism and nepotism rampant in the administration of Governor Sampson; openly charged that the Governor "knew or ought to have known" what was going on about him and "seriously and earnestly" urged that the 1930 General Assembly bring impeachment proceedings and indict and try those guilty of misfeasance, malfeasance, fraud or corruption.

Woman, 50 Dies Friday Morning

Mrs. Mamie Woodring, 50 years old, died at 9 o'clock Friday morning at the home of her daughter, Mrs. Anna Rose Myers, 716 E. Tenth street. She had been ill for several months.

Mrs. Woodring was born in Sellersburg and lived most of her life there. She was a member of the Sellersburg Church of Christ. Besides her daughter, she is survived by six brothers, William Himebaugh, Mitchell, Jesse and

Historical Capital At Corydon To Be Restored

WORK ON BUILDING HAS DEVELOPED INTERESTING PHASES ON FRONTIER LIFE

(Special To The Evening News)
Indianapolis—Restoration work in progress several months designed to return the Corydon Capitol Building to its former primitive appearance when it served as Indiana's seat of state government more than 100 years ago, is rapidly nearing completion and this historic structure soon will take its place among Indiana's outstanding materials in custody of the state conservation department.

Work of returning this old building to its former appearance developed several interesting phases of Indiana frontier life, according to Richard Lieber, department director.

Brick Removed
First, the brick building which adjoined the original capitol building which is of stone, was removed. It had been added when the original capitol building proved inadequate to house officers of Harrison county's government which used the old building until recently.

Following a theory that the grounds and even the floor of the capitol building had been raised or filled in, in late years, excavators found the original stone flag floor 12 inches beneath the more modern wood floor in use when the county accepted the building as a court house. This discovery necessitates excavating and lowering the ground level about the structure. Originally there had been no outside stairway, and removal of one built in later years has been brought about. Excavating around the building and lowering the ground level will permit replacing the stone archway to the proper level when Indiana solons used the building as they launched the young Hoosier government. A pleasant feature of rehabilitation is reconstructing the old rail fence around the Capitol building grounds, and likewise erection of a hitching rack, for in the days when this building was young and important in governmental affairs, people who came from any distance to it, rode horseback.

Followed Records
Those in charge of restoration work have followed old records with fidelity and in a few weeks the Corydon Capitol building will take its place—a unique relic of a most important historical past in a section of the country that is becoming very modern through fine motor highways connecting with industrial localities.

ISLAND SUFFERS \$100,000 FROM EARTHQUAKE

Hilo, Hawaii—Dispatches from Kaelekelua in the Kona district late today said damage estimated at \$100,000 was done by the earthquake at 6:24 o'clock last night. People were reported roaming the streets, fearing disaster. The earth was continually trembling as a result of internal lava movements.

Reformed Synod Conference Ends

Accidents Show Big Increase In Past Five Years

27,500 PEOPLE KILLED, 600,000 INJURED IN CRASHES DURING 1928

Chicago—While the railroads are steadily increasing their efficiency in grade crossing protection there has been an increase in crossing accidents due to the fact that in the last five years the number of such mishaps caused by reckless automobile drivers running into trains has increased from 11 per cent in 1923 to 26 per cent in 1928. This and other truths regarding grade crossing accidents were brought out by Charles E. Hill, General Safety Agent of the New York Central Lines at the annual convention of the Traveling Engineers Association in Chicago today.

"In 1928 there were 27,500 people killed and more than 600,000 injured in automobile accidents. Of this number 2,568 of the deaths and 6,666 of the injuries occurred at railroad grade crossings. In other words crossing accidents caused only 9 per cent of the deaths and 1 per cent of the injuries. It is estimated that 74 per cent of these accidents occurred at intersections of highways with highways. On this basis it means 20,400 were killed and more than 400,000 injured at such intersections. Railroad grade crossings are of minor importance as compared with accidents occurring in streets and highways.

38 Per Cent Increase
"It is true that during the past five years there has been an increase of 38 per cent in the number of fatalities at grade crossings, but we find that there has been a perceptible decrease in the number of such accidents due to trains striking automobiles. This proves that the railroads have made progress in the prevention of this class of accidents so far as it is within their power. On the other hand, during this five year period the number of crossing accidents due to automobiles striking trains whereas last year this had increased to 26 per cent. This has been due largely to an increase in the number of careless and reckless drivers, for during this period there was an increase of 50 per cent in the number of registered automobiles.

"The opinion seems to prevail that the majority of crossing accidents are due to the fact the driver is not aware he is approaching a crossing and that the view of the train is obscured. An analysis of crossing accidents shows the reverse to be true; that the majority of victims live in the locality where the accident occurs and that there is an unobstructed view of the approaching train.

"The railroads are spending millions of dollars annually in the elimination of crossings and the application of crossing protection. Crossing protection, has been to a large extent disappointing for the reason that many motorists are daily running by flashing light signals, running through low ered gates and not infrequently running down and killing watchmen who are there to protect them. Traffic signals in towns and cities as a rule are obeyed for the reason that the motorist recognizes the fact that a failure to heed these warnings would result in his arrest and the infliction of a penalty. They disregard the warning signals at grade crossings with the knowledge that they can do so without any penalty being applied.