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Reading Consultants Three Injured In Here On Wednesday Wreck This Morning

Sister M. Vera, principal of St. Joseph school, elementary grades from one through six, arranged for a visit to the school by Sister Mary Helen, P.H.C., and Sister M. Viola, O.S.B. They are members of the board of reading consultants for the archdiocese of Chicago. They will visit the school Wednesday to note the progress in reading made by the pupils here.

A car driven by Miss Betty J. Walters, route 3, Decatur, had slowed to nearly a complete stop when it was hit in the rear by an auto operated by Darryl Grote, 16-year-old route 5, Decatur resident.

The lady had slowed down when a truck in front of her slowed for a school bus that was stopping in front of the truck. Grote was unable to stop in time, and rammed into the rear of the Walters' vehicle. Both vehicles were westbound.

Grote suffered a laceration to the cheek and had a tooth knocked out, plus several loosened, from the crash. His brother, Leon, age 15, who was riding with him as they were enroute to Decatur high school, suffered a broken nose.

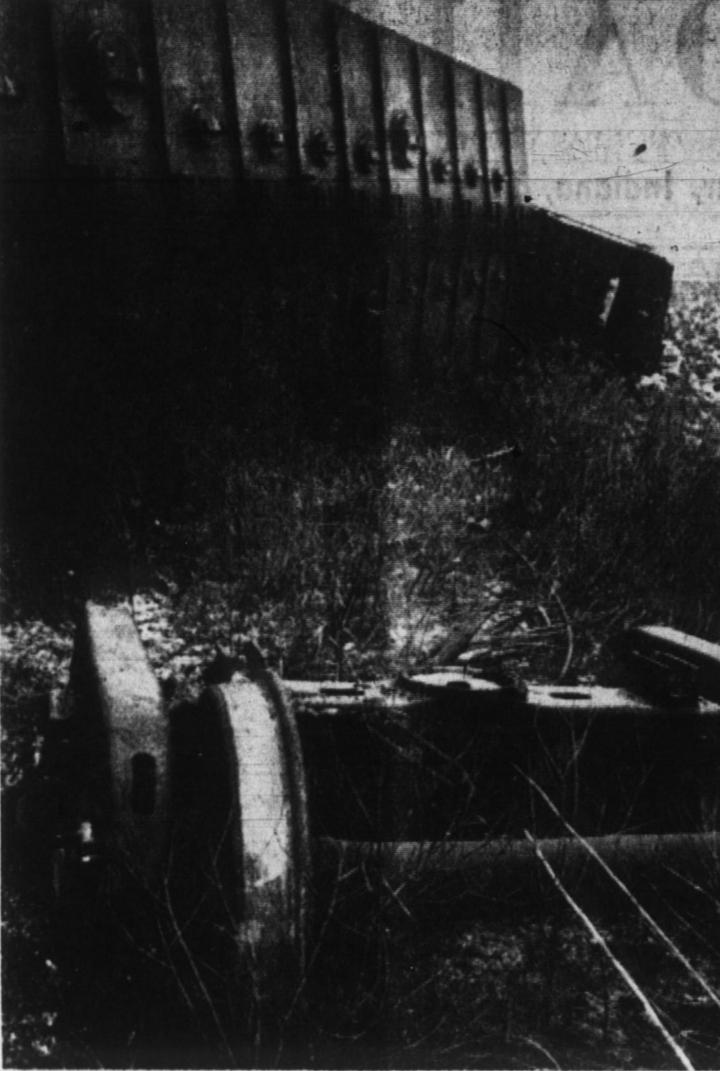
Miss Walters suffered minor cuts and bruises and was treated at the hospital and released.

The 7:30 a. m. crash is still under investigation by the state police and sheriff's department, who were unable to complete the investigation this morning due to the train wreck near Peterson.

This is an opportunity for information in an actual classroom situation.

The purpose of the visit of the consultants is twofold: to give the teachers in the school an opportunity to observe an expert demonstration of the method employed; to provide for a conference between teachers and consultants at which individual problems may be discussed. Sister Mary Helen will give a demonstration in the primary grades Wednesday at 9 a. m. and Sister Viola will take charge of one on the same day for the upper grades at 1 p. m.

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DERAILED BOX CARS—Two of the eight Nickel Plate cars that were derailed about 4:30 a. m. today near Peterson are shown above, as they lie along the north side of the track. A set of wheels are shown in the foreground.—(Photo by MacLean)

Experts Sift Wreckage Of Liner Crash

ELKTON, Md. (UPI) — Investigators turned today from the "what happened" to the "how did it happen" phase of Sunday night's crash of a Pan American World Airways Boeing 707.

Twelve teams of experts sifted through the twisted residue of tragedy, identified various parts, photographed the wreckage distribution pattern, interviewed eyewitnesses, delved into the background of both crew and passengers, checked the maintenance history of the plane involved and the complete story of its last flight — Number 214 from San Juan, P.R., to Philadelphia via Baltimore.

The unhappiest part of their job was done—removing what was left of 81 bodies to a makeshift morgue in the Elkton armory.

What lay ahead was weeks and possibly months of probing for the reason why. The basic clues on hand included:

Lightning Strike Possible
—Numerous eyewitness accounts insisting that lightning hit the giant jet when it was in a holding pattern over New Castle, Del., at 5,000 feet, followed by one or possibly two explosions.

Turbulence, reported to be severe by other airline pilots flying in the area at the time of the crash.

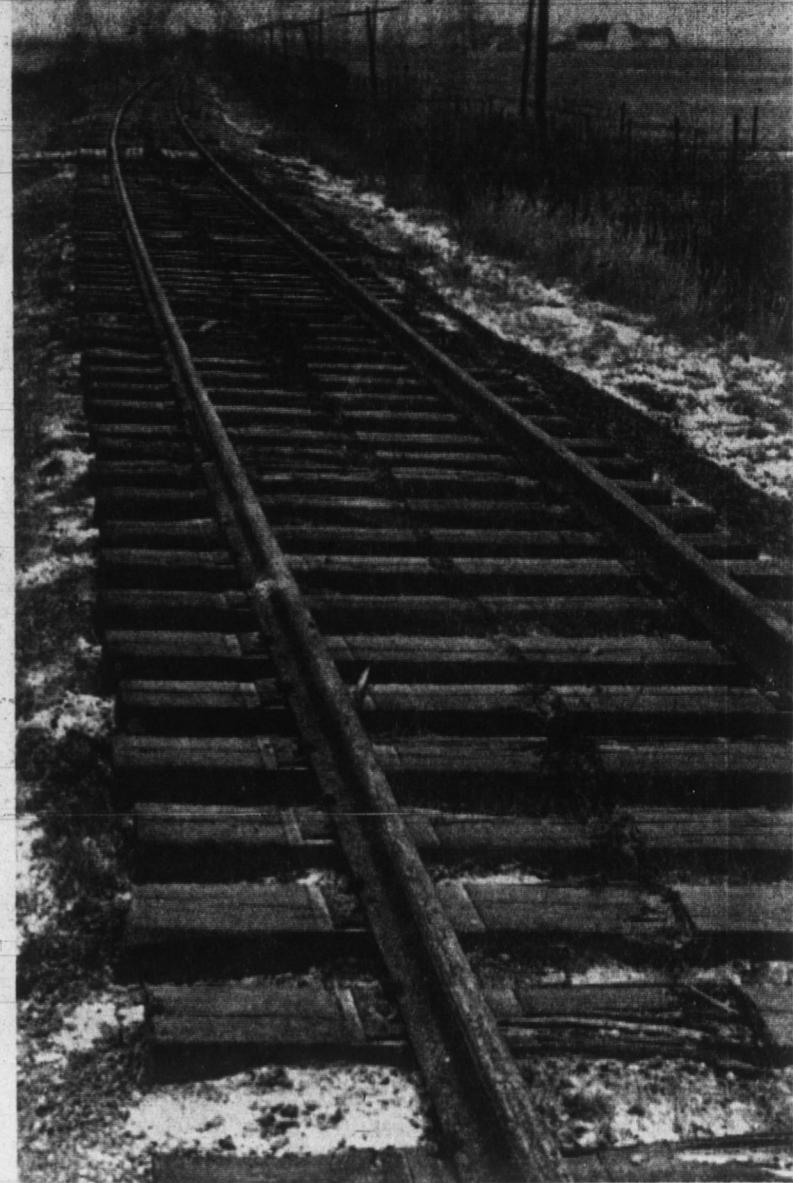
The tape-recorded, dramatically calm last message from the Pan American pilot who told the Philadelphia approach control center: "Clipper 214... out of control... down we go... Clipper 214 going down in flames."

The plane's flight recorder, found badly dented, but which may reveal data as to the jet's final moments, the stresses it encountered and its death-throes maneuvers.

Busy Getting Facts
Traditionally tight-lipped Civil Aeronautics Board (CAB) investigators offered no speculation and no theories. They were too busy getting at the facts to indulge in guessing games, but all concerned with the investigation privately remained skeptical about the lightning theory — mainly because never in the history of modern aviation has a lightning bolt destroyed an airliner. A static discharge explosion was another possibility but one considered unlikely.

Sabotage was not ruled out, although one top CAB official said there was no indication as yet that a bomb may have blown up the giant \$7 million jet.

Turbulence was a prime suspect, although the 707 and other jets like the DC8 and 880-990 series are the most powerfully built transports ever designed. The concern in this area centered around the known tendency of swept-back airliners to stall when they encounter control difficulties in extreme turbulence.



BEFORE DERAILMENT—The photo above shows how a car in a string of 64 had left the track and traveled with one wheel between the tracks and the other off to the right side of the photo before finally jumping the tracks and causing an eight-car derailment. The car traveled about a mile before jumping off completely.

—(Photo by MacLean)

Continued Snowfall Forecast In State

D By United Press International

A snow pattern which invaded Indiana Sunday is scheduled to stretch into at least five days, forecasts indicated today.

The weatherman predicted snow flurries around Lake Michigan today, snow tonight and Wednesday all around the state, and snow continuing Thursday.

In addition, the southern third of the state may get freezing rain or sleet tonight.

No heavy accumulations were predicted, however. The blanket of white which began falling Sunday measured, from one to two inches this morning.

Slippery secondary roads and slick spots on other highways and streets kept motorists wary. At least nine traffic deaths in three days were blamed on ice and snow-glazed road surfaces.

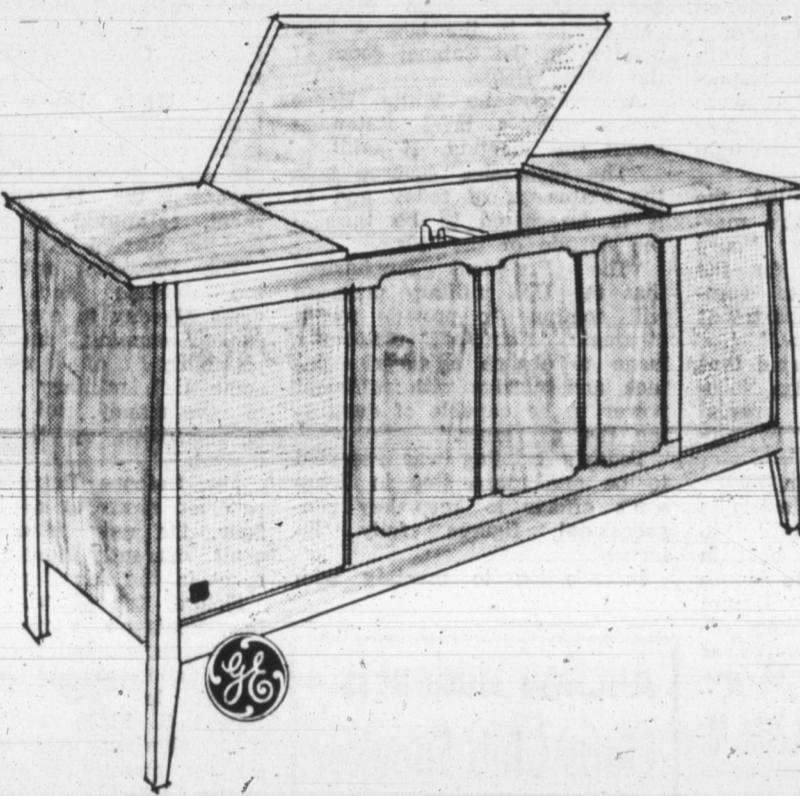
Temperatures plunged to wintry lows this morning, including 15 at Terre Haute, 16 at Evansville, 21 at Indianapolis and Lafayette, 25 at Fort Wayne and Louisville, and 29 at South Bend.

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10 Minutes Later

Two Wrecks North Of Berne Monday

A pair of accidents occurred in nearly the identical location on U. S. 27, between two and three miles north of Berne, just 10 minutes apart late Monday afternoon.

Snow was blowing across the road, and the stretch of highway was very slippery. It is part of the portion of road that was not repaved by the state highway department this summer.

The first mishap happened at 4:30 p. m., three miles north of Berne, when a panel truck operated by Herbert R. Stratton, 24, of route 6, Portland, went out of control, left the road and crashed into a fence and post before rolling over on its side.

Stratton escaped without injury, but the truck received an estimated \$350 damage. The corner post and fence is owned by Mennen L. Schwartz, route 1, Berne. Deputy sheriff Warren Knueess investigated.

Just 10 minutes later, at 4:50 p. m., two and a half miles north of Berne, a car driven by Linda Lou Rayl, 17, route 6, Decatur, went out of control off the highway and hit a parked car owned by James M. Gillespie, 39, of Fort Wayne.

Miss Rayl was traveling south when the car went out of control, crossed the road, and struck the front of the Gillespie auto, which was properly parked along the east side of the highway, facing north.

Deputy sheriff Knueess and state trooper Dan Kwasnieski investigated, estimating damages at \$500 to the 1964 model Rayl car and \$200 to the Gillespie vehicle.



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