

OHIO FACED BY PARALYSIS OF COAL INDUSTRY

Abandonment of Largest Mines in State May Climax Strike.

BY HARRY WILSON SHARPE
United Press Staff Correspondent

COLUMBUS, Ohio, Feb. 13.—Ohio's greatest industry—that of bituminous coal mining—virtually was paralyzed today, with complete abandonment of many mines contemplated.

Four thousand striking miners are idle, their children are ragged, starvation is imminent, sabotage and rioting are frequent, and the climax still is in the offing.

The strike—one of the most bitter dramas in the history of the country—has been in effect since last April, when the Jacksonville wage pact, guaranteeing skilled miners \$7.50 a day, expired.

The pact possibly will be renewed, because the mine owners insist they cannot operate under the agreement and profitably compete with non-union mines in Kentucky and West Virginia.

Miners Hold Out

The miners, led by John L. Lewis, president of the United Mine Workers of America, are determined to hold out for renewal of the compact, or at least for what they term an equitable compromise. And now warnings have been sounded in Congress and State militiamen are held in readiness, prepared for eventualities.

An ominous cloud of unrest, fraught with premonitions of disaster, hangs over the strike-torn coal fields and State officials are watching closely.

Open rebellion—if such occurs—may be expected April 1, officials fear, when a Federal Court order evicting union miners' families from houses owned by non-union mines becomes effective.

Meanwhile, the State has leaped into the fray. A relief proclamation was issued by Governor Vic Donahey, and the entire State has responded.

Relief Given Families

Sixty-five kitchens have been set up in the coal fields and are feeding 5,000 children a day; scores of trucks loaded with clothing, shoes and canned goods have been sent into the destitute areas, and the State has an \$18,000 relief fund on hand.

But over it all hangs the feeling of hate and unrest that has flared forth in rioting, arson and, in a few instances, murder.

Meanwhile, the coal production has declined from 3,000,000 to 200,000 tons a month. Two hundred fifty mines, normally employing 30,000, are idle and 90 per cent of the smaller mines are inoperative.

In addition, the Sunday Creek Coal Company, one of the largest in the State, is threatening to abandon its mines, even to withdrawing its maintenance men.

TWO INJURED BY AUTOS

Hit-And-Run Motorists in Accidents Over Week-End.

Two persons, victims of hit-and-run motorists over the week-end, are recovering at their homes today.

George Artist, 16, of 2508 N. Euclid Ave., an employee at the city dog pound, suffered a severe head injury Sunday when he was struck at Massachusetts Ave. and the Belt railroad. He was thrown more than twenty-five feet by the automobile which speeded southwest on Massachusetts Ave. He was treated at City Hospital.

Paul Harper, 9, Negro, 2019 Cornell Ave., was injured slightly Saturday night when struck by a hit-and-run driver at Twentieth St. and Cornell Ave. He was taken home.

PLAN PENSION SYSTEM

Disciples of Christ Church Groups to Gather in City.

More than 200 ministers and laymen of the Disciples of Christ Church will assemble at the Sevier Thursday and Friday to discuss establishment of a church pension system. Dr. Ernest C. Mobley, pastor of First Christian Church, Oklahoma City, Okla., and Frank Buttrum and Harvey Everest, Oklahoma City business men, are expected to come by airplane to attend the meeting.



COL. CHAS. A. LINDBERGH'S OWN LIFE STORY

(Continued from Page 1)

Lincoln and offered to pay my own expenses if allowed to accompany him as mechanic and helper. As a result we barnstormed most of the Nebraska towns southeast of Lincoln together, and it is to him that I owe my first practical experience in cross-country flying.

"Barnstorming" is the aviator's term for flying about from one town to another and taking any one who is sufficiently "air-minded" for a short flight over the country. In 1922 the fare usually charged was \$5 for a ride of from five to ten minutes.

Starts 'Wing-Walking'

It was while I was flying with Bahl that I began to do a little "wing-walking." We would often attract a crowd to the pasture or stubble field from which we were operating by flying low over town while I was standing on one of the wing tips.

In June I returned to Lincoln and received a little more instruction.

About this time Charlie Harden, well known in the aeronautical world for his parachute work, arrived in Lincoln. I had been fascinated by the parachute jumps I had seen and persuaded Ray Page to let me make a double drop with Harden's chutes.

A double drop is made by fastening two parachutes together with a rope. Both are then packed in a heavy canvas bag; the mouth of the bag is lashed together and the lace equipment is in a bow-knot. The bag is lashed half way out on the wing of the plane, with the laced end hanging down. When the plane has reached sufficient altitude the jumper climbs out of the cockpit and along the wing to the chute, fastens the parachute straps to his harness and swings down under the wing.

In this position he is held to the plane by the bow-knot holding together the mouth of the bag containing his parachute, the bag itself being tied securely to the wing. When ready to cut loose he pulls the bow-knot, allowing the bag to open and the parachute to be pulled out by his weight.

In a double jump, after the first parachute has fully opened, the jumper cuts the rope binding the second chute to the first. The first chute, upon being relieved of his weight, collapses and passes him on the way down.

An Aerial Thrill

I made my first jump one evening in June from an 1800-foot altitude over the flying field.

My first chute opened quickly, and after floating down for a few seconds, I cut it loose from the second, expecting a similar performance.

But I did not feel the comfortable tug of the risers which usually follow an exhibition jump. As I had never made a descent before, it did not occur to me that everything was not as it should be until several seconds had passed and I began to turn over and fall head first.

I looked around at the chute just in time to see it string out; then the harness jerked me into an upright position and the chute was open.

Afterward I learned that the vent of the second chute had been tied to the first with a grocery string which had broken in packing the parachute, and that instead of stringing out when I cut loose, it had followed me still folded, causing a drop of several hundred feet before opening.

I remained in Lincoln for two weeks working in the Lincoln Standard factory for \$15 a week. Then I received a wire from H. J. Lynch, who had purchased a Standard a few weeks before and taken it on a barnstorming trip into western Kansas.

He was in need of a parachute jumper to fill a number of exhibition contracts in Kansas and Colorado, and wanted me to go with him in that capacity at about \$100 a month.

Before I had entirely completed my flying course the instruction plane was sold to E. G. Bahl, who was planning a barnstorming trip through southeastern Nebraska.

I became acquainted with Bahl at

METHOD DOCTORS ADVISE ENDS COLDS OVERNIGHT

Endorsed as Ideal Way to Stop Head Cold, Cough, Chest Cold—Pleasant for Home Use.



Note: See other cases reported daily and certified by a member of the hospital clinic.

Doctors find that this hospital medicine does far more than stop coughing. It instantly止痛 and helps to banish linings of the breathing passages. Absorbed by the system it quickly reduces phlegm, helps allay that "feverish," grippy feeling and drives colds out of the nose passages, throat and chest.

Just a few pleasant spoonfuls of Cherry Pectoral now and you'll feel like a different person tomorrow. At all druggists, 6c; twice as much in \$1.00 hospital size.

With the first swallow he felt its comforting, healing warmth—from his nose passages deep down into his chest. Relief began instantly and the cold was clearing up noticeably in two or three hours. He continued the pleasant doses, and in another day or so, doctors report, there was no trace left of the cough or cold.

AYER'S
Cherry Pectoral
for COLDS and COUGHS
HOSPITAL CERTIFIED

A Dummy for a Ballyhoo

After we had been in Billings, Mont., about a week, Lynch traded ships with a pilot named Reese, who was flying a Standard belonging to Lloyd Lamb of Billings. Lynch and I stayed in Montana while Reese went to Kansas with Rogers.

We barnstormed Montana and northern Wyoming until mid-October including exhibitions at the Billings and Lewiston fairs.

At the Lewiston fair we obtained

DISASTERS IN EUROPE CAUSE DEATHS OF 91

Property Damage, Running High Into Millions, Is Reported.

By United Press

LONDON, Feb. 13.—Ninety-one persons were dead today in the wake of disasters which swept Europe over the week-end.

Entombed in a coal pit at White-hall England, Thirteen miners were given up as lost.

Twenty-four fishermen were reported killed after setting out from Leningrad.

In West Norway heavy storms took a toll of twenty-one lives.

A hurricane which swept the British Isles killed twenty-one more. Added to the eleven known dead Saturday were six sailors, who drowned in the River Mersey when their dredger founders in storm, and four others who were killed on land.

A dynamite explosion at the Rudshenkov Iron Works in Russia killed twelve, it was reported by the Moscow correspondent of the Berliner Vossische Zeitung.

More than one hundred were injured in storms which swept England. It was shown by check-ups today. In some places, such as at Liverpool, the wind reached a velocity of 104 miles an hour. Communication lines were down and shipping was disrupted.

Extensive property damages, running into millions of dollars, was reported from points all over the British Isles. Roofs, which were blown from dwellings and buildings in Birmingham injured sixty persons. In Manchester three houses were demolished by destructive winds. Damage was done to the Lincoln Cathedral.

The barnstorming season in Montana was over in October, and soon after returning from Lewiston I purchased a small boat for \$2. After patching it up a bit and stopping the largest leaks I started alone down the Yellowstone River on the way to Lincoln.

The river was not deep and ran over numerous rapids which were so shallow that even the flat bottom of my small boat would bump over the rocks from time to time.

I had been unable to purchase a thoroughly seagoing vessel for \$2, and very little rough going was required to knock out the resin from the cracks and open the old leaks again.

Down the Yellowstone

We returned to our field and waited expectantly for the curious ones to come rushing out for information, but two hours later, when a few Montanans did arrive, they told us about one of the other attractions—a fellow who dived from an airplane into the Yellowstone River, which was about three feet deep at that point. That was the last time we attempted to thrill a Montana crowd.

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In a double jump, after the first parachute has fully opened, the jumper cuts the rope binding the second chute to the first. The first chute, upon being relieved of his weight, collapses and passes him on the way down.

I pitched my Army pup tent on the drier ground I could find, and after a cold supper, crawled in between the three blankets which I had sewn together to form a bag.

The next morning the sky was still overcast, but the rain had stopped, and after a quick breakfast I packed my equipment in the boat and again started down the river.

The rain set in anew, and this, together with the water from the ever-increasing leaks in the sides and bottom of the boat, required constant bailing that I found little use for the ears that day. By evening the rocks had taken their toll and when they went in the men riddled the windows with bullets.

The boat was in a small clearing beside the river. There had been numerous showers during the day, which thoroughly soaked the ground, and towards evening a steady drizzling rain set in.

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