

DRY LEAGUE IN OHIO ASSAILS HOOVER ALLIES

Brown and Taft Rapped as Wets: Combine With Willis Seen.

BY RAY TUCKER
Scripps-Howard Staff Correspondent
CINCINNATI, Feb. 23.—The Ohio Anti-Saloon League is preparing its campaign of activity in the presidential campaign.

The league never has dared to criticize President Coolidge's enforcement policies and record, but it has taken many a pot shot at Secretary Mellon, who has actual charge of enforcement.

The league will not attack Secretary Hoover, especially in view of his expected dry pronouncement, but it will assail his political allies in Ohio, including Walter F. Brown, Assistant Secretary of Commerce; Thad H. Brown of Columbus, ex-secretary of State of Ohio, and Robert A. Taft, son of Chief Justice Taft.

These Hoover representatives, the league will point out, are wets who have always opposed the league's program in Ohio.

League Favors Dawes
With strong predictions for Vice President Dawes, as have many other Willis supporters, the dry chiefs were not averse to creating the impression that Ohio wets are using Hoover to crucify Senator Willis, its Senate spokesman and henchman at Washington.

As Willis has previously outlined this same kind of prohibition campaign, it appears that he and the league have already negotiated a working agreement that does not appear on the surface.

The Hoover group's answer will be that the cabinet member, and not Brown, Brown and Taft, is the man seeking the presidential nomination.

Willis Lauded
This policy of sniping at Hoover has already been begun in the forthcoming edition of the American issue, the league's national publication. An editorial on the Ohio situation, the first published since Hoover entered the primary, notes that he is "presumably dry," but stresses the fact that his State representatives are listed as wets.

It also contains Willis' answer to Brown's questionnaire, in which the Senator classed himself as "bone dry," and glowing references to Willis' service for the dries at Washington.

Dr. E. J. Moore, State superintendent, expressed doubt whether his organization would go any further than this. He said he did not think it would formally endorse Willis.

See Willis Triple Threat
Though many dry officials do not give Willis a chance at the nomination, they feel their organization must observe the amenities of practical politics. In other words, the same whip Willis has snapped at Maurice Maschke, national committeeman at Cleveland, could sting the league in matters of patronage and policies at Washington.

However, the league is none too well satisfied with certain enforcement conditions. Harvey Yoder of Cleveland, general counsel, is demanding more agents for the lake section. Hence the league feels it can use Willis as a triple-threat man—against the Republican party at the convention, against Coolidge, and against the next nominee.

Face all broken out—clear in a few days



Wolcott, Ind.—"I have always been more or less troubled with pimples on my face. Last spring they were worse than usual. I had seen Resinol Soap and Ointment advertised, so sent for a sample of each. I used them regularly, and in a few days my skin was clear and as soft and velvety as a school girl's."—(Signed) Miss Dorothy Marlowe.

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

THE STORY SO FAR

Lindbergh's education at the University of Wisconsin, where he became interested in aviation, started a flying school and later joined a barnstorming outfit and learned parachute jumping and wing walking.

He bought a Government airplane for \$500 and made his first solo flight at Ames, Wis. Lindbergh decided to fly to Texas by direct air line against the advice of more experienced pilots. He made a safe landing the first night at a Government field, but the next night made a hazardous landing in a soft field near Meridian, Miss.

A crowd gathered, and Lindbergh offered air rides for \$5 each. A very heavy man accepted, and the weighted plane missed a fence by three feet in taking off. The lead Lindbergh left Meridian for Texas, but got lost and descended in a field 35 miles from Meridian. A hidden ditch in the field spelled disaster, and the propeller was broken. Lindbergh was unhurt. After repairing the plane, he had a rushing business in passenger carrying.

Lindbergh took up an old southern Negro as a passenger and "stuffed" for the admiration of the crowd and to the terror of the Negro. Rain and mud forced him from this field and he took off for Texas.

Lindbergh crashed and broke another propeller near Shakopee, Minn., while flying from Lindbergh's ground school. The "roll over," Lindbergh's father took his first flight at Marshall and later went with his son on his campaign.

Wes. Lindbergh became an enthusiast after her first flight at Jansville, Minn.

Lindbergh applied for enlistment as a cadet at Brooks Field and was told to report for examination at Chanute Field, Rantoul, Ill., in January, 1924. While waiting, he went barnstorming over Wisconsin and the headed for Lambert Field to see the air races. Bud Gurney, a friend, saw Lindbergh's plane in the parachute landing contest and broke his arm.

CHAPTER X
THE next day conditions were ideal but Klink wanted to go to a dance that evening, and the day after, the wind was blowing from the opposite direction.

Our remaining time was passing rapidly and we were both anxious to get to California before my return to Brooks Field.

If we could get the plane to a larger field six miles south of Camp Wood we would have room to take-off with a full load of gasoline.

One of the town streets was wide enough to take-off from, provided I could get a forty-four foot wing between two telephone poles forty-six feet apart and brush through a few branches on each side of the road later on.

We pushed the ship over to the middle of the street and I attempted to take-off. The poles were about fifty feet ahead and just before passing between them there was a rough spot in the street.

One of the wheels got in a rut and I missed by three inches of the right wing tip. The pole swung the plane around and the nose crashed through the wall of a hardware store, knocking pots, pans and pitchforks all over the interior.

The merchant and his son thought that an earthquake was in progress and came running out into the street.

He was highly pleased to find an airplane halfway into his place of business and not only refused to accept any thing for damages, but would not even allow us to have the wall repaired.

He said the advertising value was much more than the destruction.

The greatest damage to the plane

was a broken propeller, although from that time on it always carried left rudder.

We wired for a new propeller and a can of dope from Houston and in a few days were hedgehopping the mountain tops in true Canuck fashion on our way West.

A Canuck, or J. N. 4-C, is nothing more or less than a Canadian Jenny and while it is lighter and performs a little better than a Jenny, it is subject to the same characteristic of being able to just miss most everything it passes over.

We passed over the Rio Grande and cut through a corner of Mexico, then landed on one of the Army emergency fields at Pumpville and induced the officer in charge to sell us enough gasoline to continue our flight.

Dusk overtook us near Maxon, Texas, and we landed between the cactus and Spanish dagger west of the town, which consisted of a section house and three old box cars of the type used throughout the Southwest for housing the Mexican section hands.

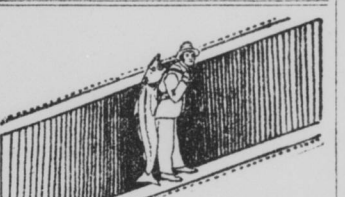
The section boss was living alone. He was soon to be relieved and stationed in some more populated locality.

We spent the night with him and in the morning cleared a runway for the ship. Maxon was quite a distance above sea level and as the air was less dense, an airplane required a longer distance to take-off.

There was a small mountain on the east end of the field and the land sloped upward toward the west. We worked until midday cutting sagebrush and cactus. There was a light breeze from the west and the air was hot and rough.

After using three-quarters of the runway the Canuck rose about four feet above the ground but stopped there; and when the end of the runway was passed the wings and landing gear scraped along on the sagebrush.

As soon as we picked up a little



Lesson No. 2

Question: Why do underweight children need and realize so much benefit from emulsified cod-liver oil?

Answer: Because it provides a vitamin-rich food that nourishes efficiently and helps thin children put on weight. It's known world-wide as

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Thousands of girls have found that Lydia E. Pinkham's Vegetable Compound has restored them to a normal physical condition, and has made them fit for work. These two women testify to that fact:

HEALTHY AND STRONG
Silverton, Oregon:—"I am writing to tell you how much your medicine has helped me. I was doing cannery work, canning, sealing, etc., but had to quit work when sick as I would be so weak I could hardly walk across the room. A friend of mine told me of Lydia E. Pinkham's Vegetable Compound. I have found relief when sick and it helps me more each time. Every one says I am a healthier and stronger girl. I am recommending the Vegetable Compound to all my friends." Julia Schmidt, 113 Willow St., Silverton, Oregon.

LOOK AS YOUNG
Fruitdale, South Dakota:—"I felt badly. It seemed like my back broke all to pieces and I couldn't stoop down to get anything from the floor. Then a friend told me to try Lydia E. Pinkham's Vegetable Compound. So I did, and it sure has helped me. I can work all day long and I feel so good. I am 35 years old and I look just as young as if I were 20. I am glad to answer letters from any one about this medicine because it has done me good." Mrs. Francis F. Fajardo, Box 31, Fruitdale, South Dakota.

Remember this package. None genuine without the signature of Lydia E. Pinkham.

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CANADIAN-U. S. PEACE LAUDED

Relations Cited as Model Before League Commission.

BY HENRY WOOD
United Press Staff Correspondent
GENEVA, Feb. 23.—United States-Canadian relations were cited as a model for those of European nations at a meeting of the League of Nations Security Commission Wednesday.

T. W. Riddle, Canadian commissioner suggested the adoption of the Canadian-United States Customs by nations that had similar boundary conditions.

Riddle was discussing the problems of treaties among neighboring nations as one means of insuring against attack by war-like countries. He suggested the adoption of the Canadian-United States system of forming joint commissions of eminent citizens of both countries to investigate and report on, or to make a decision regarding each case.

Riddle said Canada was convinced security best could be advanced by disarmament rather than by mutual pledges of armed assistance among nations.

"This is our experience on the Great Lakes," he explained. "Canada also agrees that it is desirable to perfect the league's machinery for speedy, effective action by the council, the governing body and the assembly in emergencies. But the league should consider carefully in solving this problem the possible attitude of neutral nations that are not league members."

The United States and Russia are the two largest non-members of the league.

(To Be Continued Tomorrow.)

Speeder Passes Wrong Car

By United Press

VINCENNES, Ind., Feb. 23.—Burl Beard paid a \$11 fine in city court after passing Police Chief Martin's car going fifty miles an hour. The chief said he had to drive fifty-two miles to catch Beard in his flivver touring car.

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15-MILE LAKE BRIDGE OPENED IN LOUISIANA

Structure Is Connecting Link For Transcontinental Road

By United Press
NEW ORLEANS, Feb. 23.—With dedication of the Pontchartrain bridge across the lake of that name, connecting New Orleans and all of southern Louisiana with the northern part of the State and with Mississippi, a direct, all year transcontinental highway will have been completed, extending from St. Augustine, Florida, to San Diego, Cal., and thence in Old Mexico.

The highway, the Old Spanish Trail, is expected to prove a popular route for motorists because it is an all-season route.

Heretofore the two main drawbacks to the route were the necessity of crossing five rivers on ferries at Mobile, Ala., and the ferry service on Lake Pontchartrain.

These objections have been obviated by the construction of two of the longest bridges in the world at Mobile and at New Orleans. The bridge across Lake Pontchartrain, built of concrete, is 15.41 miles in length.

M'CABE SWAMPED

Letters Uphold and Blame Judge for Ruling.

Charles M. McCabe, Crawfordville attorney, whose ruling on a defense motion abruptly ended Governor Jackson's trial in Criminal Court here Friday, is "suffering the penalty" of prominence.

Letters of praise and condemnation for his ruling in support of the defense motion for a directed verdict on grounds there was no evidence of concealment of the crime charged against the Governor, have come to McCabe's desk, the attorney said on a visit here today.

Anonymous letters accused him of membership in the Ku-Klux Klan, an organization he roundly scored in open court, while others said his action was inspired by membership in the Knights of Columbus.

Communications from jurists and members of the bar throughout the State, he said, were unanimous in pronouncing his action correct, in view of the law and the evidence.

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