

ETNA ERUPTION IN FINAL PHASE, SAYS SCIENTIST

Volcano Puffs Smoke Near
Exhaustion From Lava
Upheaval.

By United Press
CATANIA, Sicily, Nov. 13.—A thick cloud of dense, black smoke, pouring from Mt. Etna's craters today had its silver lining as a possible harbinger of decreasing activity in the volcano's destructive eruption.

Flying in a military plane along the course of the lava flows on Etna's slope, Professor Gaetano Ponte of the Etna observatory, said that the emission of heavy black smoke from the various craters was increasing in volume. This, he said, usually indicated a general abatement in activity.

Volcanoes, Professor Ponte pointed out, obey not set rules, but he told authorities that his observations had impressed him that the eruption was entering a final phase that was a forerunner of its cessation within a few days.

Lava Flow Slackens

The wide streams of lava, cooling more rapidly in their descent, were much slower in their onward rush. Their movement had become, in many places, a matter of feet per hour instead of yards and even miles.

Rich farm lands, intensively cultivated, to the extent of more than 3,000 acres had been laid waste. More than 700 homes, including two whole towns, had been smashed and buried under the lava as it rolled relentlessly down the mountain, leaping as high as 100 feet in the air as it shriveled houses and trees.

Fortunately, as far as could be learned, only two lives had been lost. The towns of Mascali and Carrabbia were wiped out by the red rivers of molten rock.

Damage has been estimated as high as \$50,000,000.

Hopeful—after Professor Ponte's report—thousands of peasants made ready to return to their valley homes—or to the spots, marked by mere rises where the lava had flowed over their houses.

Village to Be Rebuilt

The government announced its intention of rebuilding Mascali, on a site not far from that now covered by lava—where once the little village stood.

Spectators, watching the eruption, commented on the awful beauty of the spectacle at night when great red waves of lava dashed down the mountain or sprayed out over cliffs in a mad red swirl.

The railroad line—a rich fruit carrier—between Catania and Messina was cut by a lava flow about fifty miles northeast of Mt. Etna.

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Dorothy Gish Returns, Fools Film Wiseacres

BY GILBERT SWAN
NEA Service Writer

NEW YORK, Nov. 13.—Dorothy Gish has turned out to be Broadway's little surprise.

Up to this particular moment, most everyone has associated her with that silence which is no longer golden in the films. No one seemed to have wondered much concerning her capabilities as a stage performer.

Any movie fan worthy of the title knows all about the ups and downs of Dorothy in the films. Suddenly and with more farewells than seemed necessary, she slid out of the picture—or pictures. And there with it, it seemed that the screen had lost a most pleasant little comedienne and hoyden who had suffered more than she deserved from stupid Hollywood miscasting. Of course her mistake may have been in being another Gish.

Broadway, then was a bit surprised to read that she would come to town in a play, "Young Love."

The morning after, the wise-boys were remarking on the splendid quality of her voice and the excellence of her performance.

With her movie background and her present stage reputation, it will not be surprising to find her signed at fabulous sums for the new talking pictures—perhaps as one of the outstanding stars of that new picture vogue.

LABOR BACKS JUDGE WHITE

Union Body Asks Governor
Not to Replace Him.

Governor Ed Jackson will receive a request this week from the Central Labor Union, asking that Dan V. White be retained as a police court judge.

Announcement at the regular meeting of the union, Monday night, to the effect that Judge White might be replaced by action of the Governor proved a signal for general enthusiasm in favor of the judge and the decision to act was the result.

Unionists claimed that Judge White had displayed commendable fairness in police court dealings with union workers.

Announcement of the formation of a Label League was made by Mrs. Mable Lowe, president of the new organization.

Routine business occupied the remainder of the meeting.

SLUGGED AND ROBBED, THROWN FROM AUTO

Attacked by Two Negroes; Battle
Down Street.

Slugged and robbed Monday night by two Negro bandits who leaped into his car and hurled him from it after beating him, Jack Wolmar, 33, of Sixty-Second street and Michigan road, is recovering today from severe scalp wounds.

The holdup occurred in the 900 block on Burdual avenue when Wolmar slowed his machine for a street intersection. The Negroes leaped on the running board and a scuffle began as the machine careened from one side of the street to the other.

After driving two blocks Wolmar was overpowered and thrown from the car. The bandits drove away. Wolmar was found unconscious and taken to city hospital. He was robbed of \$2, his watch and several private papers.

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BUSINESS MAN DIES OF ATTACK IN JAIL FIGHT

Former Auto Executive in
Prison Gets Skull
Fracture.

BY UNITED PRESS
CLEVELAND, Ohio, Nov. 13.—Don Prentiss, 41, former Detroit sales manager for a large automobile corporation, died in a local hospital today of a fractured skull following an attack by a fellow prisoner in the county jail.

Prentiss was attacked by J. T. Nevins, 39, lake sailor under a four-year sentence to the federal penitentiary at Atlanta for sending threatening letters.

Nevins, who was said by police to have been troublesome ever since he was placed in jail, said he "had nothing against Prentiss."

Prentiss was under sentence of one year in the Atlanta penitentiary on a charge of violating the Mann act. He had been in jail here since Sept. 20.

GOETTLING RITES SET

Funeral of Accident Victim to Be
Held Wednesday.

Funeral services for Julius A. Goettling, 52, of 1701 East Kelly street, who died Monday, will be held at St. Catharine's Catholic church at 9 a.m. Wednesday.

Burial will be in St. Joseph's cemetery.

Mr. Goettling received a fractured skull when he fell down a stairway at his home. The widow and a daughter survive.

Trains Crash in Tunnel; 2 Die.

BY UNITED PRESS
CALL, Colombia, Nov. 13.—Two trains collided today in the Yerbabuena tunnel on the Pacific railroad, killing two persons and injuring several others.

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Little M. Ferguson

BY UNITED PRESS
BERLIN, Nov. 13.—I'm very happy to meet you," said the German to the Frenchman. "But haven't we met before?"

They had—these two well-groomed men, vigorous in their thirties, who smiled at each other and cordially

ENEMY ACES MEET, SMILE; ONCE FOUGHT

Fonck and Udet Speak
Desire for Permanent
Peace.

BY MINOTT SAUNDERS
NEA Service Writer

BERLIN, Nov. 13.—I'm very happy to meet you," said the German to the Frenchman. "But haven't we met before?"

They had—these two well-groomed men, vigorous in their thirties, who smiled at each other and cordially

shook hands when formally presented in the lobby of a Berlin hotel.

One was Captain Rene Fonck, the greatest of French aces, who shot down seventy-three German planes during the war. The other was Captain Ernest Udet, the greatest of surviving German aces, who shot down sixty-two allied machines.

Their last previous meeting had been shortly before the Armistice, ten years ago. Instead of smiles and pleasant words they were matching flying skill and marksmanship as they rode through the shell-infested skies over the battlefield.

Both were great craftsmen, and they came through alive. Now they are friends.

"Yes, I have found a new friend in the person of an old enemy," said Captain Fonck. "We were

gunning for each other in the old days, but we can meet pleasantly

together now. We talk the same language, the language of the flying man."

"I had great luck one day," said Captain Udet as they talked together of war days. "You shot down three of my comrades, and probably the only reason I am able to shake your hand today is that your machine gun jammed just in time—for me."

Fonck was here to tell the German aviation show. Jean Marbeuf, Berlin correspondent for a Paris newspaper, a good Frenchman and an admirer of Udet, brought the two famous aviators together.

The interview between the two should be a red-letter day in the history of Franco-German peace.

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