

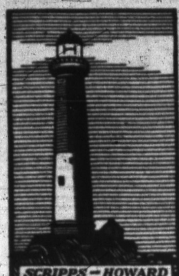
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Tenement Fire Takes 6 Lives In Cincinnati

7 Others Overcome Or Hurt as Flames Sweep Upper Floors CINCINNATI, O., Nov. 2

(UP)—Six persons were killed and seven others overcome or injured early today when fire swept the upper floors of a three-story downtown tenement.

Firemen said five of the dead burned to death in their third-floor apartments. The sixth victim died after she leaped from the top floor.

None of those injured or overcome was believed in serious condition at General Hospital. Firemen said the blaze started when a cigarette was accidentally dropped in a couch in a hallway on the first floor. The flames shot up the stairway, trapping occupants on the upper floors.

Damage was confined mostly to the third floor and firemen estimated loss at \$2000. Fifteen persons lived in the building. Carl McBeath said his wife saved his life by pushing him from a window. She and her son, James, died in the fire. Mr. McBeath was burned slightly.

Cold Front to Send Mercury to 30

LOCAL TEMPERATURES
6 a.m. . . . 40 10 a.m. . . . 51
7 a.m. . . . 40 11 a.m. . . . 54
8 a.m. . . . 40 12 Noon . . . 50
9 a.m. . . . 47 1 p.m. . . . 50

A cold front tonight will cloud Indianapolis skies and send the mercury dipping to 30. The Weather Bureau said today.

Mostly cloudy skies and colder weather tonight will follow today's high of 53.

As skies clear tomorrow, the mercury will rise to 45.

Frost missed Indianapolis last night, but an earlier front here invaded the deep South. Scattered frost reached as far as New Orleans, where the mercury dipped to 38, and Meridian, Miss., which recorded 32. Frost is expected here tonight.

Strikers Agree To Street Paving

Mayor Al Feeney made a deal today with striking ready-mixed concrete truckers to finish resurfacing two streets.

The Mayor called Edward Carlson, president of the ready-mix unit of the Teamsters Union and got permission to use city trucks and truck drivers to haul wet concrete to the W. Morris St. N. Pennsylvania St. resurfacing projects.

There are five days work on W. Morris St. and two days on N. Pennsylvania St., the Mayor said.

About 100 wet concrete haulers struck yesterday for a 10 cents an hour increase, tying up several million dollars in big construction, and several hundred unfinished homes.

Fruehauf Co. Seeks To Build Plant Here

The Fruehauf Realty Corp. of Detroit, Mich., today asked permission to build a \$215,000 branch manufacturing plant in Indianapolis.

The company filed for a zoning variance between 3101 and 3313 English Ave. The area is partially zoned for residence and partially for business.

The company plans to erect a trailer-manufacturing plant on a six-acre plot between Indianapolis Union Railways and Pleasant Run Creek.

'Down the Slipstream of Time'—Shadow of Tragedy Falls Once More on Rickenbacker

News of Fatal Crash Reaches EAL President As He Gets Citation; Faith in Future Unshaken

By LARRY STILLERMAN

A SIMPLE, dignified man stood on an elaborate, impressive speaker's rostrum and said:

"Two decades have gone down the slipstream of time. . . . The soft rumble of his voice was slightly shaken. But he disclosed no outward signs of tragedy which seemed to shadow his 'dates with destiny'."

The man speaking was Capt. Eddie Rickenbacker, an engaging personality, a leader in industry, a builder whose faith in the future was "visibility unlimited, approach clear."

He had accepted with humble gratitude an American Legion citation yesterday honoring his company, Eastern Air Lines, for employment of disabled veterans.

"They had every right in the world to feel sorry for themselves. . . ."

HE HAD just learned of the crash of an Eastern Airliner near Washington National Airport killing 51 passengers and four crewmen.

It was the second fatal crash of an EAL ship in 62 days. He didn't concentrate on his prepared speech for several minutes. He felt deeply the terrifying effect of that crash yesterday.

Since childhood he had faced countless experiences in which death carried the heaviest odds. Risk, not "Rick," was his name. . . . prevented their future hopes and dreams from becoming a reality. . . .

She Didn't Forget—Pint-Sized Indiana Girl Singing for Veterans

Phyllis Wilcox Has Busy Life

By EARL WILSON
The Times' Broadway Columnist
NEW YORK, Nov. 2—When I wrote about Audrey Totter's plea for hospital shows for vets. a reader sent me this letter:

"I think you should know about a pretty Indianapolis girl named Phyllis Wilcox, who's

Earl Wilson, Times Broadway columnist, will be in Indianapolis Friday to address members of regional advertising clubs in the Hotel Lincoln. Mr. Wilson's daily column is on Page 12.

been making the patients at Bellevue Hospital in New York a little happier."

"I saw her there, dressed in her best clothes, walking among the paraplegics and singing. The expressions on their faces were her reward."

So I went down to see the pint-sized Hoosier singer who's been bringing happiness to the weary and the ill. She shares a tiny apartment with an aspiring actress in a brownstone house right off Central Park.

"I USED to sing in hospitals back home in Indianapolis, too," Phyllis said. "During the war I entertained at the Ft. Benjamin Harrison hospital and at Camp Atterbury."

"People do forget so quickly, don't they?"

Phyllis' parents, Mr. and Mrs. Harold Wilcox, live at 36 N. Webster Ave. A graduate of Arsenal Technical High School, she studied singing with Mrs. William Devin at 1322 Parker Ave. and won a scholarship to Indiana University. She sang in Indianapolis summer opera.

She was one of the three finalists in the "Hour of Charm" search to find the country's best coed vocalist, and finished second.

"What happened to the winner?" I asked.

"She got married and had a baby and a goodby career," Phyllis laughed.

"BUT I've kept up with my singing. In fact, I'm so busy that I haven't been able to sing in the hospitals as much as I'd like to."

"I sing at Asti's in Green-

wich Village three nights a week and I'm an usheret at the City Center Theater another three nights a week. And I sing with the Village Opera Company, too."

"Asti's is a wonderful place for ravell—you know, the kind of place where you hear 'The Italian Street Song' quite often."

Recently Asti's asked Phyllis to work there more often. She turned them down.

"I'd make more money at Asti's," she said seriously, "but I enjoy ushering. That's how I get to hear all the operas. I never miss one."

I LOOKED at my notes and said, "I may have to call you for more information later."

"Surely," Phyllis said. "But if it's Fridays, Saturdays or Sundays, you'll have to meet me in the second balcony of the Center Theater."

"Those are my ushering nights."

A Legal Question—

Wife Doesn't Know if First Husband Is Dead or Alive

Report of Death Leads Her Into Second Marriage, but Now She Hears He's Living

IS Benjamin Lloyd Riche dead or alive? Mrs. Lois Mae Eads Riche Scribner isn't sure any more. When she heard he was dead, she remarried.

Now she has heard he is alive and has filed a petition for divorce in Superior Court Judge Walter Pritchard's court.

And at the same time, she will seek an annulment of the marriage to Orville Junior Scribner, the man she married when she believed Benjamin to be dead.

This is the way her attorney, John Miller, sums up the situation.

As Lois Mae Eads, 823 S. Senate Ave., she married Mr. Riche, but separated from him after three months.

SHE RETURNED to her parents, Mr. and Mrs. Lincoln Eads at the S. Senate Ave. address.

Benjamin, an overland trucker by trade, hit the road.

In July of last year, Lois Mae met a mutual friend on a street downtown. The friend reported that Benjamin was dead.

After "exhausting every avenue of investigation," Mr. Miller said, Mrs. Riche married Mr. Scribner last July 16.

THEY TOOK up residence in 1611 Lafayette Rd. But on Oct. 25 while Mrs. Riche-Scribner was window shopping downtown she met the "friend" once again.

The first report, the "friend" apologized, was not exactly true. About Benjamin being dead, that is.

Benjamin, it now appeared, was very much alive, but the "friend" was rather vague on his whereabouts.

THIS was too much for Lois Mae. She immediately told her husband and together, they presented the problem to Attorney Miller.

And now Judge Pritchard, Solomon, will have a chance to solve the Indianapolis "Enoch Arden" case.

Is Benjamin Lloyd Riche alive or dead?

Divers Hunt Eight Bodies In Air Crash

Confusion Clears Over Death Toll; Now Believed 55

WASHINGTON, Nov. 2

(UP)—Navy divers plumed the Potomac River today for eight bodies still unrecovered after this country's worst airplane disaster.

The crash here yesterday cost the lives of 55 or 56 persons—38 men, 15 women and two or three children—aboard a four-engine Eastern Air Lines plane.

So far, 47 bodies had been accounted for. Of these, 38 had been identified.

Eastern Air Lines' passenger list showed only 55 persons aboard the transport—51 passengers and four crew members.

For a time the possibility arose that there was a 56th.

The confusion arose because of an unidentified body in the Washington morgue, described as that of a boy about 2.

The only children listed among the passengers were an 18-month-old girl, whose body was found and identified, and a 9-month-old boy.

Condition 'Good'

However, tentative identification today indicated there were only two small children aboard, not three.

The man known as the "Lindbergh of Bolivia" still didn't know today that his plane had killed so many persons.

Eric Rios, Bridoux, Bolivia's foremost airman, was the sole survivor of this worst of all airplane disasters. He not only survived, but his condition today was reported "very good."

The Alexandria, Va., hospital said that he was not injured as severely as first reported. Mr. Rios was unable to give investigators much help. He was dimly aware of the collision but was kept in ignorance of its frightful cost.

CAB officials who interviewed him doubted that he would be able to talk rationally before tomorrow or Friday.

Michigan St. Bridge To Be Opened Nov. 15

Opening of the new \$338,000 W. Michigan St. bridge has been set for Nov. 15, Mayor Feeney said today.

The bridge was originally scheduled for opening this week. Delay was necessary, engineers said, to allow completion of drainage and concrete work.

The project, one of the city's major flood control jobs, was financed with federal funds. Maintenance and right-of-way costs were pledged by the city.

Bank Robbers Take \$14,000 in Virginia

FALLS CHURCH, Va., Nov. 2 (UP)—Two men carrying automatic pistols held up the east branch of the Falls Church Bank today and escaped with approximately \$14,000.

They fled in a 1942 sedan headed toward Washington, about seven miles east.

Times Index

Amusements 16 Mrs. Manners 15
Bridge 9 Needlework 9
Comics 14 Othman 13
Crossword 23 Pattern 11
Crossword 10 Radio 11
Editorials 14 Ruark 13
Fashions 9 Society 8
Food 19 Sports 18, 19
Forum 14 Teen Problems 9
Gardening 10 Weather Map 17
Hollywood 16 Earl Wilson 12
Inside Indpls. 13 Women's 8

Parade, America's Fastest-Growing Picture Magazine, To Appear Nov. 13—Week From Next Sunday

PARADE, America's fastest-growing picture magazine, will be added to The Sunday Times Nov. 13.

It is the first major addition to The Sunday Times editions since they first were published a year ago. Partial completion of Times building construction, which makes available more space and greater mechanical facilities for handling and distribution, have made it possible.

Parade, the only "streamlined" picture magazine in the Sunday field, now reaches more than 13 million readers each Sunday, as part of 27 major metropolitan Sunday newspapers. Compact and fast-moving, it is edited in close conformity with Sunday Times policy of presenting the most complete news and feature coverage in "crisp, briefly written" style for today's busy reader.

Through Eastern Air Transport, a subsidiary of General Motors, he got back into flying, actively and as an executive. He and a group of financiers bought the air transport firm in 1938 and successfully organized Eastern Air Lines, Inc.

Then his job became speed, efficiency and safety.

But tragedy followed the Rickenbacker fate. Yet outwardly he shows only some gray hair at the temples and a line or two beneath his eyes.

"... opportunity to work is most important."

He spoke with greater conviction now.

"... use their hearts and their heads."

THE LEGIONNAIRES gave him a standing ovation. He smiled that "Hat-in-the-Ring" smile.

But he thought of the fatal air crash yesterday.

"It's a damn shame. We'll have to work harder."

Lewis Ready to Seek Separate Pact With State Mine Owners

Indiana's Coal Crisis
An Editorial

COLD weather and the coal strike have brought us face to face with the most serious fuel crisis in Indiana history.

One more week of normal November temperatures can bring widespread suffering.

Two weeks of real winter cold can mean disaster. There are city water supply works in Indiana without fuel to run for 10 more days. There are electric power plants that may have to shut down in two weeks. All over the state schools, hospitals and public institutions will begin closing next week unless they get fuel supplies that are not now in sight. Thousands upon thousands of Indiana families have empty coal bins and no prospect of fuel to heat their homes.

GOV. SCHRICKER'S call upon all of us to share what coal there is was a necessary first step to meet this crisis. It had to be taken. It will have the full support of every decent citizen of this state.

But at best it can bring only slight and temporary relief to the worst emergency situations.

More coal must be produced . . . and quickly.

THE operators of Indiana's biggest coal mines have offered their mines freely to the state of Indiana to produce coal, without profit to their owners, for as long as the emergency lasts.

Indiana's United Mine Workers, idle for the past 45 days, have been asked to man these mines at the highest pay they have ever received and produce for the state enough coal to keep their Hoosier neighbors from suffering.

... a bare 20 per cent of normal production . . . not enough to keep any factories running or anybody at work in a job, but enough to keep water supplies going and families from freezing in their homes.

We hope they agree to do so.

Because if they refuse it will mean disaster not only for all the rest of Indiana, but for the United Mine Workers Union as well.

There is plenty of coal in the ground in Indiana. There are plenty of men willing to mine it . . . with or without union permission.

The state of Virginia already has fully met its own coal emergency by non-union production under police protection after the union refused to produce coal there.

We believe the people of Indiana would rather do it with the co-operation of the miners union.

But we do not for a moment believe they will stand by and let their whole structure of living collapse merely because a distant union leader says "No."

THE health and the welfare and the safety of the people of this state come first, before the aims of any union or the objections of any mine owner.

The mine owners have shown they realize that in offering to turn over their mines.

The United Mine Workers can show they understand it, too, by accepting the offer of the state.

Hoosier common sense can still avert a fuel disaster.

Why not try it?

Sunday Times to Add Parade Magazine

Fastest-Growing Picture Supplement To Appear Nov. 13—Week From Next Sunday

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"It's a damn shame. We'll have to work harder."

Heeds Schricker Plea For Attempt to Avert 'Hardship, Suffering'

Governor Suggests State House Meeting; Parley May Lead to End of Strike

BULLETIN

Indiana Coal Operators, meeting at Terre Haute this afternoon, indicated they would reject John L. Lewis' offer to negotiate separately with Indiana. They said they would negotiate only at national level.

John L. Lewis told Gov. Schricker today that he is willing to meet with Indiana coal operators independently of the rest of the industry.

His telegram opened the way toward a possible break in the nation-wide strike, if the mine owners agree. The Governor immediately advised Hoosier operators of Mr. Lewis' offer, which held the possibility that Indiana might become the "Bethlehem Steel" of the coal strike.

Harvey Cartwright of the Indiana Coal Operators Association, who represents deep mine operators in negotiations, told the Governor he would call association members together immediately.

Ernest Agee, Indiana Coal Producers Association, who represents strip mine operators, told The Times he doubted that the Hoosier industry would break away from the industry's solid front nationally.

"We are obligated by the national contract committee in these negotiations," he said. "This appears to me to preclude the possibility of a separate deal."

Mr. Agee said he had not talked to the Governor on Mr. Lewis' offer up to early this afternoon.

Gov. Schricker offered the State House as the locale of the meeting, which would set a historic precedent in the move to settle a nationwide mine strike.

"I would be glad to have the negotiations here if the parties so desire," the Governor said.

Mr. Lewis' announcement today came after the Governor had asked "co-operation" by Mr. Lewis in meeting an "acute and tragic emergency" in the state.

Ready Since Last June "You are free to advise the coal operators of Indiana that the representatives of the United Mine Workers will negotiate with them alone and independent of the operators of any other state if they desire to make an agreement for Indiana," Mr. Lewis telegram said.

Efforts at writing a new contract to replace the one which expired June 30 "have been stalemated by major industrial and financial interests," Mr. Lewis said.

The telegram called such an agreement by state operators "a prime requisite to operating mines in Indiana." The reference was interpreted as meaning that Mr. (Continued on Page 4—Col. 4)

White House Cool to Schricker's Plea for Action

Suspicious of 'Politics' as Supplies Of Coal Dwindle to Distress Point

Indiana watched the skies fearfully today for the first signs of snow. The state's fuel was running out, and cries of distress were beginning to come from small communities.

This was the situation today in Indianapolis and the state on the 46th day of the coal strike.

ONE: Gov. Schricker's emergency plea to President Truman brought a cool reaction in Washington.

TWO: Labor Commissioner Thomas R. Hutson said a statewide blackout curtailing unnecessary use of power was under consideration and business and industry braced themselves for their worst crisis since the war.

THREE: Several cities reported they soon would have to close schools. They were reaching the point where they would be asking help from the Morgan Mine near Attica, now producing about 600 tons of coal a day for emergency use and rapidly falling behind the growing demand.

FOUR: The black market was moving in on harassed business and priests were mourning in some sections to double and more the regular prices. Even black market coal was mostly of low quality.

Gov. Henry F. Schricker's wire to the White House asking President Truman to settle the coal strike was viewed there with the (Continued on Page 4—Col. 1)

Truman Plans Stop At Garrett, Ind.

President Truman will stop in Garrett, Ind., long enough to change train crews at 9:08 a. m. Friday, Democratic State Headquarters announced today.

The President will be en route back to Washington after making a speech at the Minnesota centennial in St. Paul.

State Committee Secretary John E. Hurt said a delegation of Hoosier party leaders headed by State Chairman Ira Haymaker will travel to Garrett "to pay their respects to Mr. Truman."

(Continued on Page 4—Col. 5)