

MOONSHINERS IN JAIL STAGE FIGHT, GUARD DOUBLED

A special session of the grand jury was called this morning, to dispose of liquor cases pending. It is expected to conclude the work by night. The cases include those of Bill Short, alias Shannon, who held up Sheriff Jennings and Federal Prohibition Officer McCredie, at the point of a rifle, when caught with illicit liquor on his ranch in the Applegate, a week ago. Joe Palmer, a Los Angeles newsboy and preliminary fighter, charged with driving away the auto holding the moonshiner, and during the chase, later in a creek, and Garland 14, and Agnes Reid, 19, brother and sister, arrested on the Short ranch, charged with alleged assistance in the making of the moonshine, are also held. Tuffy Reid, who was hanged at San Quentin prison last spring, is said to have been a brother of Garland, and Agnes Reid. The mother is detained in the county jail, at her own request, and with no charge against her.

Another case is that of H. T. Stonebreaker, 19, an Ashland youth, charged with possession of a still in the Emigrant creek district, with Jack De Rendon of this city, and C. Conway of Ashland.

According to the authorities Stonebreaker and Conway engaged in a fight in the county jail, in which Conway sustained a broken nose. Had feeling over information given the authorities is said to have been the cause of the row.

As a precautionary measure since the incarceration of the above prisoners, two jailers are on duty at the county jail until their cases are disposed of.

BOOTLEGGERS PLEADS GUILTY TO PERJURY

R. Dawson, recently convicted of liquor law violations at the "Hut" during the National Guard encampment, and sentenced to three years in state's prison, pleaded guilty to perjury in circuit court today and will be sentenced on this charge September 28. Following his trial and conviction for bootlegging, a charge of perjury was filed by the state against Dawson.

DIRIGIBLE CRASHES IN STORM

(Continued From Page One)

the craft to the ground in the best manner possible. In all there were eight men who made the perilous ride on the portion of the ship on which Colonel Hall found himself. It drifted for the better part of a half hour and covered a distance of ten miles or more before coming to earth.

Intense Excitement Prevail. Intense excitement prevailed in the mining community where the ship fell. In an almost unbelievable short time news of the disaster had spread over the entire countryside and roads were black with automobiles carrying doctors, undertakers, officials and morbidly curious to the points where the various portions of the ship fell.

Each portion of the ship was completely wrecked by the impact with the ground and early arriving souvenir hunters were making off with bits of the bag, splinters of wood and other portions of the mechanism. A volunteer guard finally was thrown around the debris and a request wired to Columbus for 50 men and three officers for guard duty.

At Belleville, where the bodies of the dead men were being assembled under direction of Lieutenant Commander Charles R. Rosendahl, grief prevailed. Villagers, the drab routine of their existence interrupted, stood about almost unable to comprehend the catastrophe. Soon after word of the disaster reached here the local American Legion post sent out a guard of honor and the veterans stood watch over the room in which the bodies were taken.

Due to the early hour at which the accident occurred, there were few, if any, who witnessed the breaking up of the great craft. Alarm first was taken when the ship drifted over Wheeling at 4:45 A. M., was not seen over points further westward on her course. Desperate efforts were made to locate her, but to no avail, and the last word known to have come from her crew was a cryptic radio message picked up by the wireless operator at Fort Hayes, Columbus, which said only, "I am losing my seat."

No Explosion. There was no explosion. The big ship simply met winds of a strength which it was unable to combat. After encountering the storm at the high altitude the ship headed heavenward to an altitude of approximately 2500 feet when it suddenly came down again and broke into three pieces. One piece, 450 feet or more in length, fell in a field about one and a half miles from Ava. The control compartment in which the commander and navigating crew were riding, fell 50 feet away and the third section, 150 feet long, drifted through the air like a free balloon, for 12 miles, landing near Sharon, Noble county.

According to C. L. Archer, operator of a gasoline station here, who said he had visited the scene of the crash, 13 dead were found in the controller cabin of the ship, which fell near Ava. Archer said that the major portion of the balloon, about 600 feet in length, had landed two miles east of Ava. The controller cabin, according to Archer, landed about a half mile east of the balloon proper and it was here that the 13 dead were found. Every man in the cabin was killed, Archer said.

Machinist Mates O'Sullivan, Bradley, Brown and Marzocco, also were listed as dead in the compilation made here, and Lieutenant Shepherd and Machinist's Mate Cutburn were listed as missing.

Archer's account of the accident sets the total number of dead at 14.

Casualties Unknown. The exact number of casualties, however, is not expected to be known definitely until opportunity is had to check hospitals and morgues in surrounding towns. Doctors and ambulances from Cambridge, Byessville, Pleasant City and other nearby communities were called to the scene of the tragedy and the dead and injured were being taken to various nearby points.

Archer said that 19 men were with the main portion of the balloon when it landed, but that while all were injured to some extent, none were killed. Eight more men landed near Sharon, according to Archer's story, all of them descending on a house-top, one being killed and the others suffering injuries.

One man dropped out of the dirigible in some manner as it passed over Sharon, Archer said. He suffered severe injuries.

Poor roads and steep hills prevented any sort of conveyance making fast time in reaching the scene of the accident.

CALDWELL, Ohio, Sept. 3.—(A. P.)—Almost the entire population of this village, some eight miles from Ava, where the naval airship Shenandoah crashed this morning, was at the scene of the accident by 7 o'clock, eastern time.

List of the Dead. CALDWELL, Ohio, Sept. 3.—(A. P.)—List of dead and injured: The following is a list of the dead in the Shenandoah disaster: Commander Zachary Lansdowne, Greenville, Ohio.

Lieutenant Dr. Louis Hancock, Austin, Texas, executive officer. Lieutenant G. B. Lawrence, St. Paul, Minn., watch officer.

Lieutenant A. R. Houghton, Allston, Mass., watch officer. George G. Schmitz, Tuckerton, N. J., chief radio man.

James A. Moore, Jr., Savannah, Ga., aviation machinist mate, first class. Everett P. Allen, Omaha, Neb., aviation chief rigger. Ralph T. Jeffrey, St. Louis, Mo., aviation rigger.

Bartholomew B. Sullivan, Lowell, Mass., aviation machinist mate, first class. William H. Shartley, Venice, Ill., machinist mate, first class. Charles H. Broom, Toms River, N. J., aviation machinist mate, first class. Celestino P. Marzocco, Murray Hill, N. J., aviation machinist mate. James W. Cullinan, Binghamton, N. J., aviation pilot. Lieutenant E. W. Shepperd, Washington, D. C., engineer officer. Missing and probably dead: John F. McCarthy, Freehold, N. J., aviation chief rigger. Gunner Cole.

Those Rescued. WASHINGTON, Sept. 3.—(A. P.)—A list of those rescued from the Shenandoah disaster and described as unharmed or having no serious injuries was received at the navy department today. It follows: Officers: Lieutenant Commander Charles S. Rosendahl, Cleburne, Texas. Lieutenant Roland G. Mayer, Seattle, Wash. Lieutenant J. B. Anderson, Hyattsville, Md. Chief Machinist H. Halliburton, Macon, Ga. Lieutenant T. C. Henley, Columbia, Tenn.

Lieutenant C. E. Bauch, Dorchester, Mass. Chief Gunner Raymond Cole, Lima, Ohio. Enlisted men: Louis E. Alley, Logan, Ohio. Henry L. Boswell, Bagdad, Fla. Arthur E. Carlson, Moscow, Idaho.

two injured and one remained unaccounted for in the wreck.

Ship Steered Out of Its Course to Pass over Greenville. Mrs. Lansdowne is reported as being near collapse, a day of expected joy having been turned into one of deepest sorrow. Neighbors and townsfolk called to assuage the grief which has befallen the aged woman and everything is being done to lighten her burden. Captain Lansdowne visited her with his family last November.

CINCINNATI, Sept. 3.—(A. P.)—J. K. Lansdowne, president of the Weir Frog company, Norwood, Ohio, is a brother of Lieutenant Commander Zachary Lansdowne, reported killed. Lansdowne said that his brother is 35 years of age and has a wife and two children, Mary, 2, and Paul, 11, living at Lakewood, near Lakehurst, N. J., the naval air base. The naval officer, Lansdowne said, was graduated from the naval academy in the class of 1909 after attending classes there for four years. He was then twenty.

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