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Remains of Missouri man's vehicle destroyed by bomb

Friend of Bomb Victim Injured By Vehicle Blast in Paducah

Paducah, Ky. — A bomb blast in a vehicle at a Paducah motel Tuesday critically injured a Missouri man, officials said.

Authorities said the man was the husband of a woman who died in one of a series of car bombings in Missouri.

The bomb exploded under the seat of his automobile in the motel parking lot, officials said. Police identified the victim as William O'Hanlon, 38.

Griffith Also Killed
Police in St. Louis County, Mo., said O'Hanlon had been living here for several years with Mrs. Shirley Marie Flynn, 31, in an apartment there, when a bomb exploded Nov. 2 as she was starting her car. Mrs. Flynn, a divorcee, was killed instantly.

O'Hanlon was taken after Tuesday's blast to Western Baptist Hospital but here reportedly suffered from internal injuries and extensive injuries to his neck and leg.

A St. Louis County director and a representative of the U.S. Bureau of Alcohol, Tobacco and Firearms flew to Paducah to assist in the investigation.

St. Louis County police said O'Hanlon, an engineer, had been the beneficiary of two life insurance policies taken out by Mrs. Flynn and that the dead woman's parents were co-terminating the policies in probate court.

O'Hanlon's employer, St. Louis Ship Co., said O'Hanlon left for Paducah Monday on a business trip.

A spokesman for the firm said the car in which the blast occurred belonged to the company.

Parted Near Motel
The car was parked near a room at a motel at which O'Hanlon had registered.

James Elder, special agent in charge of the Bureau of Alcohol, Tobacco and Firearms in St. Louis, said O'Hanlon had not been considered a suspect in Mrs. Flynn's death.

"The trail of the matter is, we aren't here any longer," he said, referring to the series of three bombings in St. Louis County that left two persons dead and one injured and caused the heaviest destruction in the South County Bomber."

On Oct. 7, Ronald T. Sargeant, 33, was badly shaken when a small bomb exploded beneath his car and set off the car.

Bill Permitting Four-Year Driver's License Okayed

FRANKFORT, Ky. (UPI) — A bill allowing motorists to obtain a four-year driver's license for \$8 was approved Tuesday by the House Public Utilities and Transportation Committee.

The bill would allow motorists to obtain a four-year driver's license for \$8, twice the cost of the current two-year licenses issued by the state.

The bill, which was sent to the full House for its consideration, received the endorsement of House Speaker James G. Brown, D-Kentucky, who personally appeared before the committee on behalf of the measure.

The measure, which was sponsored by Rep. Mary Ann Tabor, D-Kentucky, had been awaiting committee action since it was introduced Jan. 31.

Miners Vote to Send a Telegram To Carter Detailing Contract's Faults

By Scott Payton and Bryan Wilkins
East Kentucky News

PINEVILLE, Ky. — A District 30 delegates' convention voted here Tuesday to send President Carter a telegram requesting the UMW's opposition to certain provisions of the contract it rejected last weekend.

And in Harlan County, tempers flared at a local union meeting as four persons distributing leaflets news papers to striking miners were beaten and their cars torched.

Both developments came at the conclusion of a week of uncertainty as to which direction the record strike would take next.

In Pineville, District 30 President Robert Carter confirmed that a telegram was being drafted and sent to the president.

"We're sending it as soon as we get it typed up," he said in a phone interview Tuesday evening. "It was the (district) delegates' idea."

District delegates are meeting in a conference this week at Murray's County Palace in Pike County. Although the group's official purpose is to discuss proposed changes in the union's constitution, much talk of the closed session has reportedly centered on issues surrounding the strike.

District President Carter said the purpose of the telegram was to clarify the reasons for the membership's dissatisfaction with the most recent contract proposal.

"The way the news is being written, you'd think that wages was our big concern on this strike," he said. "But it's not — and we thought the president should know exactly where we stand."

Ernie Justice, a District 30 field representative, said the "rough" telegram was written by himself and the other three District 30 field representatives "with the approval of the district delegates."

Justice said the telegram mentioned specific provisions of the rejected contract that miners found unacceptable — the requirement for health-care deductions, company of person benefits, a clause allowing coal companies to discipline miners who lead wildcat strikes, and some elements of the grievance procedure.

However, he said the telegram did not mention President Carter's recent announcement that he would invoke the Taft-Hartley Act to get striking miners back to work.

"We don't make any comment about that (in the telegram) because as union officers we're required by law to obey court orders and advise the membership to obey court orders," Justice said.

He echoed the widespread union attitude that wages are not the big stumbling block in the current strike.

"We don't have any big disagreement over wages," Justice said, except, as mentioned in the telegram, "we think we should have full cost-of-living compensation instead of the 30 cents-per-year maximum increase this contract offered."

Even if the telegram did not mention Taft-Hartley, it has been clear since Monday's presidential announcement that miners aren't happy with the back-to-work order.

District President Carter confirmed the membership's opinion, saying, "Every one of them I've talked to is against it — they don't see it as Taft-Hartley, they see it as slave labor."

Meanwhile a meeting was called by officials of UMW local 123 in Cumberland, the largest in the area, to discuss what miners will do when an impending court injunction is used to send miners back to work.

Outside the local hall four members of a local weekly, The Bulletin, were distributing copies of the paper to miners entering the hall for the meeting.

Several minutes after the meeting started a large group of men rushed out of the hall and surrounded the four putting them towards their automobiles, which were New York state license plates.

Numerous punches were thrown at the rest of the miners watched. The four men of the car were chased and a CB aerial broken.

"We don't want no Communists around here," said one miner. "They won't be back."

The incident was not reported to Kentucky State Police and the four who were attacked could not be reached for comment.

The local meeting then resumed and broke up a short time later. Miners refused to comment afterwards.

"We know they'll probably have an order issued against the local, so we're just going to stay here," said one miner explaining what the union response will be to Taft-Hartley being the meeting.

President Carter's Secretary of Labor, Ray Marshall, said Monday that the injunction ordering UMW miners to return to work would take the form of individual injunctions against each union local. Marshall

said that could result in 1000 or more court injunctions.

Miners at Local 123 said they were expecting a court order to be issued against them.

The court injunction would then be read by elected local officials who would order miners to return to work. If the miners refused, the local officials could be charged with contempt of court and possibly face fines as well as jail terms.

The revived UMW miner, Renee "Hank" Sagnella, a member of local 123 attended Tuesday's meeting and said, "There is only three things they got to do in that contract: require the pensions, return the health and get rid of the re-employment clause."

Sagnella said to spend 72 months in jail in 1966 after refusing to obey a Taft-Hartley injunction president Truman invoked against the union. Sagnella was the president of a union local at the time.

Reports of a stepped-up Kentucky State Police presence in Eastern Kentucky were denied by Pikeville Post Captain Walter Sims. However, state police were observed patrolling KY 100 between Hazard and Cumberland, where several non-union miners are located.

Trooper Harold Lipka, the Harlan post's chief information officer, said there was scattered picketing in the region and that he would be patrolling the area.

"Everything's extremely peaceful," Lipka said.

In Pikeville, Capt. Sam said there had been scattered picketing in Pikeville and Floyd Counties, with reports of some rock throwing and minor property damage.

PSC Drafts Bill Restricting Use of Fuel Adjustment Clause

By Maria Braden
Associated Press

FRANKFORT, Ky. — The Kentucky Public Service Commission has drafted a stringent new regulation restricting use of the fuel adjustment clause by the state's electric utilities.

The PSC submitted the proposed regulation Tuesday to the Legislative Research Committee.

PSC Executive Director Eugene Mooney said it is the toughest fuel clause regulation in the country.

It would require all utilities to follow a standard formula to figure fuel adjustment charges.

The fuel adjustment clause allows electric utilities to automatically pass on increased coal costs to customers.

The measure comes after hundreds of Kentuckians wrote the PSC complaining about rising fuel bills directly linked to fuel adjustment charges.

Rise 30 Percent
The fuel adjustment charges often run 30 percent or more of the regular monthly electric bill. Utilities are not required to submit fuel adjustments to the commission for review or approval.

Under the proposed regulation, utilities would have to file monthly fuel adjustment charges, along with supporting data, with the PSC 18 days before adding them to customers' bills.

Utilities would also be required to submit copies of coal purchase contracts to the PSC, along with subsequent changes in the original contracts. If the contract contained a price escalation clause, the utility would have to justify it in writing.

Open to Public
Copies of all contracts and other documents filed with the commission would be open to public inspection.

Utilities would be allowed to pass along higher coal costs and transportation costs through the fuel clause.

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