# Norwich Bulletin

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# 44 LIVES WERE LOST WITH DIRIGIBLE ZR-2; 17 WERE OFFICERS AND MEN OF U. S. NAVY

## Every American on Board Perished When the Giant Airship Callapsed Over the City of Hull, England—Only Five Men of the 49 Who Were in the Airship Are Known to Have Been Saved—Was on Trial Trip Prior to Being Turned Over to the United States Navy—Cause of the Disaster is Ascribed to Explosion of Gasoline Caus-By the Frame Buckling When Sharp Turn Was Taken While the Ship's Rudders Were Being Tested—Tens of Thousands of Spectators Saw Several Men Jump From the Falling Mass—Others Jumped Into the River—Concussion Shook the Ground at a Distance of Fifty Miles.

Hull, England, Aug. 24 (by the A. P.)—Seventeen officers and men of the United States navy and twenty-seven officers and men of the British navy met death today in the collapse of the great dirigible ZR-2 over the city of Hull.

Every one of the Americans on board the ill-fated craft perished, as far as could be ascertained at midnight tonight.

Only five men of the 49 who were making the trial trip in the dirigible prior to the vessel being turned over to the United States navy are known to have been saved.

**Americans Who Started Trip.**

The American officers who started the trip included Commander Louis H. Maxfield, Lieutenant Commander Emery Coll, Lieutenant Henry W. Hoyt, Lieutenant Marcus H. Esterly, Lieutenant Commander Valentine N. Bieg and Lieutenant Charles G. Little.

The American enlisted men who went up with the craft from Howden were C. I. Aller, Robert Coons, L. E. Crowel, J. T. Hancock, William Julius, M. Lay, A. L. Loftin, A. I. Pottit, W. J. Steele, N. O. Walker and George Welsh.

The British losses include the famous air veteran Brigadier General E. T. Maitland and all the other officers on board, except Lieutenant Wann, the commander of the ZR-2.

Starting from Howden Tuesday morning on a test flight to Pulham the big aircraft had been afloat for 24 hours, at times in bad weather, and was returning to the Pulham airdrome at the time of the disaster, which constitutes the most terrible of its kind in peace times.

The ZR-2, which was a sister ship of the famous R-34, the first dirigible to cross the Atlantic, was on her final test trip prior to being accepted by the United States navy and taken across the Atlantic by an American crew especially trained for that purpose. She was 695 feet long and was built to carry a crew of thirty. Her speed was estimated at 75 miles an hour. The American navy was to pay $2,000,000 for the craft.

**Plunged Into River.**

While it was flying at about 1,000 feet over Hull spectators saw the ZR-2 suddenly seemingly buckle amidships and plunge downward over the city and into the Humber river. One theory of the cause of the disaster is that while the ship's rudders were being tested the giant craft took a sharp turn, which caused her frame work to buckle and that the explosion of a gasoline tank, which completed the tragedy of the air. The actual cause, however, never may be known. A rumor had been afloat for some days that the ZR-2 was structurally weak, but this was stoutly denied by all in authority.

**Spectators Saw Men Jump.**

Tens of thousands of spectators saw several men climb outside the balloon and drop from the falling mass, which was enveloped in smoke, and others jump into the Humber as the crippled craft came over the water. As the dirigible struck, the wreckage above water was burning, and there was slight chance for any of the men caught inside to escape.

Tugs immediately put out into the stream and brought ashore the five survivors, who were taken in ambulances to hospitals. Among these was the American quartermaster, N. O. Walker, who died soon after reaching the hospital from burns he had received. Lieutenant Little also was rescued from the debris alive, but succumbed to his injuries on reaching the infirmary. A rescue tug pulled another American out of the water. He was dead. Inside of his coat was the name "Commander Maxfield." Early reports were to the effect that Lieutenant Esterly had been saved. Unhappily this report proved to be without foundation.

**Heroic Work of Rescuers.**

One member of the rescuing party said that when they got alongside the burning airship the pilot of the tug asked for volunteers to board one part that still was almost intact. Jumping upon the wreckage, the rescuers ripped open part of the fabric, while parts of the debris were pulled away by means of ropes. The task was a hazardous one, because one of the balloonettes was still filled with gas and another explosion was feared.

In the wreckage an American naval man was to be seen hanging by his coat to a girder in the frame of the airship. It was believed he was dead, owing to the peculiar position of the body, which was not recovered. Another rescuer said one man was hanging onto the tail of the ship, apparently uninjured, while another was found floating in the water. Both of them were saved. While the rescuers were at work the balloon began to turn over and the rescue party had to return to the tug.

When first seen from Hull the ZR-2 was coming from a southeasterly direction over the Humber. When sailing on an even keel above the city, according to some eye witnesses, a huge cloud of dense smoke burst from the tail of the aircraft and it was seen that she had broken in two and was taking a tremendous nose dive which apparently would bring her down into the thronged streets.

**Explosion and Great Crash.**

Then there came a loud explosion and a great crash, followed by another explosion, which was accompanied by the breaking of glass in the windows on land. The concussion was so great that it wrecked windows over an area of about a mile square.

Some spectators assert that the airship began to buckle before any flame or explosion was seen or heard. The broken halves of the ZR-2 reached the water nearly a mile apart. The general opinion of the public of Hull is that the commander of the airship accomplished a remarkable feat of bravery in diverting the descent of the vessel so that it fell into the water instead of in the crowded streets.

It was a moment of terror for the populace when the disaster occurred. People in the streets rushed madly to cover, fearing that the massive wreck would fall upon and crush them. The terror gave way, however, to horror as the wreck plunged into the middle of the river near the Corporation pier.

**Thrilling Parachute Descent.**

During the fall of the airship three members of the crew were observed making a thrilling parachute descent. They came down into the river, where they were rescued by small boats. All who jumped from the falling craft lost their lives. They had no chance for escape, for the water was covered with burning gasoline and the heat from the burning wreckage was so intense that even the rescuers experienced the greatest difficulty in approaching for some time. Barges, trawlers, and small boats thronged around the debris willing to render any possible assistance.

Immediately after the disaster telephone messages came from distances up to fifty miles reporting that the people had felt an earthquake shock.

### HOW THE NEWS WAS RECEIVED IN WASHINGTON

Washington, Aug. 24.—Expressions of deep regret were voiced by government officials without exception today over the total destruction of the giant airship ZR-2 with a heavy loss of American and British lives. Pride in the acquisition of the new queen of the air and hopes of tremendous development in military and commercial aeronautics had lent special interest to the planned-for-trans-Atlantic flight of the British-built air cruiser.

Latest advices to the navy department indicated that of the seventeen members of the hand-picked American crew on board during the test, only one, Quartermaster Norman O. Walker, of Commerce, Texas, had survived. London despatches, however, put the American loss at 17, declaring "every American on board" was lost.

"It is a terrible thing," was the sad comment of Secretary Denby as he received cable despatches giving details of the catastrophe.

Mr. Denby immediately forwarded to the British air ministry a message expressing the sympathy of the navy department.

"The navy department of the United States extends to the air ministry and the British navy deepest sympathy in the appalling disaster to the ZR-2," the message said. "We hope our early reports will prove exaggerated as to loss of life."

**Not Discouraged By Disaster.**

Far from being discouraged by the disaster, naval aviation officials immediately prepared to seek authority for construction of a new ship of the ZR-2 type in the United States.

"We will carry on; build and operate as many ZR-2s as may be authorized by congress," Admiral William A. Moffett, chief of the naval bureau of aeronautics said tonight, "so that these brave men may not have lost their lives in vain."

Other aviation officers while greatly distressed declared that they had not lost faith in rigid airships. They pointed out that Germany had built and successfully operated 140 ships of similar design, many of only slightly less carrying capacity, while English constructors had turned out 16.

The only serious accidents recorded against these, so far as naval files indicate, was the wreck of an early German Zeppelin over Lake Constance before the war, and the smashing of the British R-34 when she ran afoul of her hangar.

Official despatches to the department did not contain any information upon which experts could base an opinion as to the cause of the disaster. The opinion was expressed, however, that if the theory of an explosion of hygrogen gas in one or more of the fourteen compartments might be dismissed at once. Construction of these sections, and the other precautionary measures taken in designing the actual containers for the gas, it was said, rendered this possibility very remote.

**Structural Weakness.**

The theory most generally expressed was that a structural wakness developed, similar to that reported officially by American observers under date of July 18, rupturing the envelope so as to bring the hot gases of the engine exhaust into contact with the hydrogen, or that a buckling of structural braces might have punctured the fuel containers, permitting the escaping gasoline to come into contact with the exhaust lines.

Another possible cause of the accident, but considered remote, involved a buckling of structural braces over or near one of the six "power-eggs" which carried the 350 horse-power engines.

**Accident July 17.**

The report of July 18 describing the accident of the day before, pointed out that the ship was able to stay aloft more than four hours while the crew made an examination.

"From a cause as yet undetermined," the report said, "two intermediate transverse frame and an intermediate longitudinal frame buckled just aft of frame seven."

Repairs were immediately made and structural parts similar to those which had failed were strengthened, a subsequent report said, suggesting that the damage had been caused by overloading one section during the progress of construction. It is presumed here that a thorough survey of the entire ship was made at the time of these repairs to determine whether other sections had been strained.

Although the ZR-2 had not been accepted formally, under the contract with the British air ministry, several payments had been made by the United States toward the cost of construction. It was estimated at the navy department that these payments might total $1,500,000, or three fourths of the total cost. Under law and by naval custom no material or vessel ever is considered to be within the jurisdiction of the department until it has been finally passed by inspectors, or completed prescribed tests and formally turned over. Under this rule, title to the ZR-2 would be considered to have been wholly with the British owners today, naval officials said.

A clause in the purchase contract provided that, in the event of loss of the ship during her flight to the United States, each party to the contract would assume half the cost of construction.

### LIEUT. LITTLE A NATIVE OF NEWBURYPORT, MASS.

Newburyport, Mass., Aug. 24.—Lieut. Charles G. Little, who was aboard the ZR-2 when it was wrecked over Hull, England, was a native of this city. He enlisted in the naval aviation forces in June, 1917, and after training at Akron, O., went to France in November of the same year. He was awarded the navy cross for his services on patrol duty in French waters. In the spring of 1918 he was ordered back to the United States and stationed at Cape May, N. J. He is 27 years old.

Lieutenant Little was one of the navy's most expert officers in dirigible aeronautics. When the blimp C-5 made her ill-fated flight to Newfoundland in May, 1919, preparatory to an attempt to cross the Atlantic, it was Little who was sent ahead to establish the station at Quidividi, outside St. John's, for her landing and her departure overseas.

In the destruction of the C-5, which was swept out to sea by a sudden storm, while moored, Little acted heroically. While the big gas bag snapped at her moorings, pitching and tossing, Little climbed up her side in an attempt to reach the rip cord by which the bag might be deflated and the balloon saved. The C-5 meantime had broken all bonds and was rising. The cord broke in Little's hand. His only chance to save the ship thus defeated, he jumped 30 feet to the ground. A broken ankle resulted.

Lieutenant Commander Emery W. Coll, a fellow member of the ZR-2's American naval crew, was the flying commander of the C-5 on her Newfoundland voyage.

### REPORT OF WRECK AS RECEIVED IN WASHINGTON

Washington, Aug. 24—Twenty one Americans were on board the dirigible ZR-2 when she was wrecked today during her final trial flight, a report to the navy department from London said. The report, filed at 7:30 o'clock said at that time there appeared to be only six survivors from the entire complement.

The report follows:

"The ZR-2 was wrecked with heavy loss this afternoon over the Yorkshire coast. Following two terrible explosions the airship buckled and fell in flames into the Humber River. There 21 Americans on board. The ZR-2 had begun her final trial flight on Tuesday morning and was believed prepared to land when disaster took place. The explosion took place as the balloon was passing over Hull and so terrible was the concussion that many pedestrians in the streets were swept from their feet. The shock from the detonation was felt fifty miles distant. At seven thirty tonight it was reported that there were only six survivors from the ZR-2.

"The airship was flying at great height when the disaster overtook her." She was seen to emerge from the clouds and as the explosion occurred broke in two parts, one part rose in the air and fell in the Humber. The descent of the falling half was unaccountably slow considering the weight of the material.

### VERSION OF DISASTER BY ONE OF THE SURVIVORS

London August 24—Harry Bateman of Halifax, one of the physical labratory assistants on the ZR-2, talking to the correspondent of the Daily Mail at Hull after the disaster said:

"I was seated in the tail of the ZR-2 She first flew over the north Sea and toward Pulham. She was in perfect flying condition until five thirty-five o'clock this evening, at which time the controls on the ship were being tested while the vessel was proceeding at high speed.

"I assume that a girder broke amidships. After a few short shocks the ships. After a few short shocks the exploded, I saw smoke afterwards up forward about the ship, which began to fall nose downward toward the Humber.

"Immediately after the explosion I was thrown into the cockpit at the tail of the ship. I then attached my to a parachute and jumped overboard. The rope of the parachute however, had caught in some wires, and I was unable to extricate myself. Shortly afterwards, with two other persons I was picked up from the water by a barge and taken to the police station."

### PRACTICING FOR ARRIVAL OF THE HUGE DIRIGIBLE

Lakehurst, N. J., Aug. 24.—All hands at the naval air station here, where 450 officers and men had been assembled to receive the giant ZR-2 on her expected arrival from England, were on the field today practicing means of landing the huge dirigible when the news of her destruction by explosion over Hull arrived from The Associated Press.

Officers and men alike were shocked so that they could utter few comments.

The largest hangar in the world was built here to receive the ZR-2 and the station personnel was ready to land the dirigible whenever it should arrive. Every activity at the station for months past was for the ultimate purpose of receiving the airship and caring for it here.

The commandant is Capt. Frank P. Evans, son of the famous Admiral "Fighting Bob" Evans.

### COMMANDER CHANGED PLAN TO BERTH THE ZR-2

Pulham, England, August 24—Everything had been in readiness for the expected arrival of the ZR-2 when word came by radio from her commander that he had decided to return to Howden, as he was making speed tests, for which kite balloons are essential in estimating distances. It was known that no such balloon were at the Pulham station, and that some had been run up 2500 feet at Howden.

Nothwithstanding this seemingly plausible explanation of the ship commander's reason for not berthing at Pulham, officers here expressed some astonishment.

### SURVIVORS REPORTED BY THE NAVAL ATTACHE IN LONDON

Washington, August 24 — The following survivors of the ZR-2 disaster were reported late today by the naval attache at London:

Captain Swean (British), injured, not dangerously; Davis (probably British) injured; Lieutenant Harry Bateman (British) uninjured; Walter Potter, uninjured; Norman O. Walker of commerce, Texas, uninjured.

Lieutenant Charles G. Little, of Newburyport, Mass., was reported dead. Two other bodies have been recovered but not identified, the report said.

# Two Men Killed By Explosion of Shells

## At Deleware Ordnance Depot—Surrounding Country Bombarded by Shrapnel.

Wilmington, Del., Aug. 24.—Two men were killed and two injured when a huge mound of shells exploded near the Delaware ordnance reserve depot at Perkintown, N. J., two miles above Penns Grove, this afternoon.

The dead are Daniel Wolf and William McGill of Penns Grove. The injured, Thomas Sharp, Bridgeport, N. J., and Charles Howser, Deep Water Village, N. J., were taken to a hospital, where it was said tonight they will recover.

The explosion started when Wolf, removing a detonator from a shell, set it off. In a few minutes a salvo of shrapnel was bombarding the surrounding country. Twelve workmen, cut off from the highway, took refuge beneath a government pier on the river and were rescued by a launch.

The Delaware side of the river, three miles away, was showered with lead.

The explosion destroyed hundreds of shells, two cars containing 32,000 pounds of black powder and the plant of the Columbia Salvage company. No estimate of the damage was obtainable tonight.

### HOUSING TRUST OFFICIAL CHARGED WITH LARCENY

Boston, Aug. 24.—Frederick C. Knight, former president of the United States Housing Trust, a corporation, was arrested today on a charge of larceny in connection with what the police believe to have been a swindle, the victims of which are persons of middle class desirous of owning their own homes. He was locked up in default of $1,200 bail.

His arrest resulted from a complaint by Mrs. Marie Sylvia, of Cambridge, who told the police she had given $1,000 to Knight as a first payment on hi sregresentation that he would build a house on her property for $3,000 in three months. She said the house was not built.

The books of the company were seized and showed, according to the police, that only two houses had been built by the company.

### SIR SAM HUGHES TO HAVE FULL MILITARY HONORS

Lindsay, Ont., Aug. 24.—Sir Sam Hughes, former minister of militia, who died early today after a long illness with pernicious anaemia, will be buried Friday with full military honors. A private service will be held in the home Friday morning and the body will then be taken to the armory, where it will lie in state until the public service is held later in teh day.

Sir Sam was seriously stricken upon his return from Europe last winter. His physicians declared that his ailment developed as a result of the excessive work and the nervous strain to which he, as Canadian war minister, was subjected during the war. He had been on the point of death several times since Christmas, but his remarkable constitution previously had sustained him. He was 68 years old.

### REFUSAL OF PROPOSALS IS EXPECTED FROM DAIL EIREANN

Dublin, Aug. 24 (By the A. P.).—The belief was expressed here tonight that the Dail Eireann's answer to the proposals of Premier Lloyd George for peace in Ireland will be a refusal of the terms, but that the refusal will be followed with arguments seeking to induce Mr. Lloyd George to continue the negotiations.

This belief was considered to be substantiated by the fact that two of the under-secretaries from Dublin Castle, Messrs. Cope and McMahon, had a talk today with Robert C. Barton and Eamon J. Duggan, two prominent members of the Dail Eireann. The conference lasted several houfs and is thought to have concerned the continuation of the truce in the event of rejection of the government's terms.

### PENN. ROAD ASKS LABOR BOARD TO REVOKE DECISION

Philadelphia, Aug. 24.—The Pennsylvania railroad today forwarded an application to the United States railroad labor board to "set aside and vacate" its recent decision in the case of the Shop Crafts union declaring the board has no right or power to prescribe principles to govern the railroad and its employes in the making of agreements covering rules and working conditions. The company in its application also asserted the board has no power to prescribe an election or any other method by which the railroad may ascertain the authorized representatives of its employes, or to compel a conference, or prescribe what representatives of its employes it shall confer with. Request is made for a hearing on the application, "at which time evidence in support of the allegations of facts contained therein shall be introduced."

### A NEGRO LYNCHED IN LEXINGTON COUNTY, S. C.

Columbia, S. C., Aug. 24.—Will Allen, negro, who yesterday afternoon shot and killed Noah Frick, a white farmer, of near Chapin, Lexington county, was lynched by a posse of 150 men near Chapin this afternoon.

# Congress Recessed Until September 21

## Determined Fight Prevented Action on the Beer Bill in the Senate.

Washington, Aug. 24.—Congress took a recess tonight until September 21, without a vote by the senate on a bill prohibiting the manufacture and sale of beer to the sick. The senate ended its work at 11.35 o'clock and the house at 11.58 o'clock.

The senate is expected to resume work upon reconvening but Representative Mondell, the republican leader, obtained agreement to have the house declare three day recesses from Sept. 21 to October 31.

President Harding was at the capitol late tonight to sign a number of bills. The last to be put before him was the dye embargo extension, the last measure to be passed by the senate.

No attempt was made to put through an amendment carried by the embargo bill extending the emergency tariff law from November 27 to January 1.

It was explained that if no permanent tariff bill was in sight when congress reconvenes, continuation of the emergency act then would be sought.

Prohibition leaders early in the night abandoned their effort to hold up the recess until it had been passed, failing even to obtain an agreement fixing a date for a vote on it by the senate after congress reassembles next month.

Senator Reed, who had spoken nearly five hours on the beer bill, stopping only long enough to refresh himself with a tumbler of coffee and later with a bottle of milk, still held the floor. Confessing that he was a bit weary, but ready to go on, he tried to have the senate quit for dinner, but failed.

In his argument against that section of the anti-beer bill, which would leave any part of a man's property, except his home, subject to search for liquor without a warrant, Senator Reed warned the senate that if it aroused the resentment of the American people against any law they would rise up and destroy it, however much virtue it might contain.

Denying that he was attempting a filibuster, Senator Reed said that the real filibuster came from senate prohibitionists who were trying, he added, to hold up all other legislation to force through a measure which he characterized as "abominable."

Senators opposing the bill because of the provision which would subject all of a man's property except his home to search for liquor without a warrant, held the floor until its managers saw no hope of a vote and had it laid aside.

Announcement of adoption by the house of the recess resolution was made to the senate while Senator Stanley, democrat, Kentucky, was in the midst of a speech attacking provisions of the anti-beer bill. After it had been laid aside temporarily, senators opposing it were on guard to see that it was not called up again in an attempt to obtain a quick vote.

President Harding arrived at his office at the capitol while the debate on the bill for a three months extension of the dye embargo was under way, ready to sign bills. Among the first to be signed was the shipping board deficiency bill with an amendment carrying $200,000 for expenses of the disarmament conference.

Objection by democrats prevented senate consideration of a bill passed by the house imposing a duty of 50 per cent on war supplies sold by the government in France and shipped back to this country.

The house bill continuing the dye embargo for three months was passed tonight by the senate by a vote of thirty-nine to twenty-two and was sent to the president for signature. The embargo would have expired next Saturday.

### BILLS SIGNED LAST NIGHT BY PRESIDENT HARDING

Washington, Aug. 24.—The bill carrying $48,500,000 for expenses of the shipping board until Jan. 1st next and $200,000 for expenses of the disarmament conference was sent to the president tonight when the senate and the house adopted a conference report on the measure.

In conference a compromise was reached whereby not more than six officials of the board shall be paid more than $11,000 annually. The house had at first insisted that not more than three should receive more than $12,500, while the senate had favored no limitation. The bill was signed tonight by President Harding.

### EDWARD L. HEARN TO DIRECT WELFARE WORK OF K. OF C.

New Haven, Conn., August 24—Edward J. Hearn, of New York, has been selected to direct the American Welfare work of the Knights of Columbus in Italy, it was announced here tonight by William J. McGinley, supreme secretary of the Knights of Columbus. It is planned to use one million dollars in the work, the money to be subscribed by members of th order. Mr. Hearn has been European commissioner of the Knights of Columbus for the past three years.

The first step in the work, which is undertaken at the request of Pope Benedict, will be the acquisition of a suitable building in Rome, Mr. McGinley said. The vatican authorities are co-operating in this connection.

### LEGION TO ISSUE THE CONN. LEGION NEWS

New Haven, Aug. 24.—Announcement was made here tonight that the controversy between the executive committee of the American Legion, department of Connecticut, and Avery D. Toohey and Maurice M. Toohey of New Haven has been settled. The legion hereafter will issue the Connecticut Legion News, which has been published for some time by Avery D. Toohey and his father. It was stated that a suit brought by Toohey against officers of the legion had been dropped and that the legion had paid the Tooheys for their interests in the Connecticut Legion News and for advertising contracts.

### JAPAN ACCEPTS INVITATION TO DISARMAMENT CONFERENCE

Washington, Aug. 24.—Japan's "hearty and appreciative acceptance" fo President Harding's invitation to participate in the Washington disarmament and Far Eastern conference was expressed in a note received at the state department today from the Japanese minister of foreign affairs.

The Japanese government in accepting the invitation, however, expresses the hope that the agenda of the Far Eastern conference would be arranged prior to the meeting in accordance with its suggestion that matters concerning only a few nations or which are accomplished facts not be brought into the discussions.

## BRIEF TELEGRAMS

**The condition of King Alexander of** Jugo Slavia continues to improve.

**Freezing temperature was reported** of Cape Cod cranberry bogs near Marston Mills.

**Negotiations for a separate peace** treaty between Hungary and the United States have been begun.

**Approximately 150 cities** were represented at the opening in Detroit of the convention of the American Association of Park Superintendents.

**An improvised moonshine still** in operation and more than sixty gallons of mash were found in the basebent of a school building in Charleston, W. Va.

**The board of governors** of the New York Stock Exchange granted the request of members for an extra holiday on the Saturday preceeding Labor Day.

**The National Archery Association** opened a four day tournament at Soldiers Field, adjoining the Harvard Stadium, Cambridge.

**Premier Hara remains adamant on** the question of disclosing the names of Japan's delegates to the Washington conference.

**Bowdoin college was bequeathed $6,000** for a set of chimes for the college chapel, by the will of William Martin Payson of Boston.

**Mrs. Marguerite Linwood Palmer** Whitney was granted a final decree of divorce from Nelson M. Whitney, of New Orleans, formerly southern golf champion.

**Reports that France had sent Spain** a note warning her to restrict her offensive operations against Moroccan tribesmen to the Melilla zone are officially denied.

**Bond issues of some foreign** municipalities offered for subscription in this country were said to be under the scrutiny of the government for evidences of violation of "Blue-Sky" laws.

**Obsolete and rare coins** dated hundreds of years before Christ were included in the exhibition of the American Numismatic Society which opened its annual convention at Boston.

**Theft of two razors valued at $3** from a guard house on top of the high stone wall surrounding the state prison at Charlestown, Mass., was reported to the police.

**Conflicts between Fascisti and** communists in the provinces of Parma, Modena and Mantua, in the northern part of Italy, are reported by the Eopoca, several persons have been killed and a number of others wounded.

**Federal Judge Morton at Boston** refused to accept a plea of guilty from John Borges of New Bedford, who is under indictment charged with illegal possession of a still.

**Camp Sherman at Chillicothe, Ohio,** will be the first army cantonment chosen for one of the four United States vocational universities to be established in different sections of the country.

**A library containing rare books,** paintings, tapestries and other objects of art valued at $500,000 was ruined by fire in New York home of Mrs. John I. Kane, who is at Bar Harbor, Maine, for the summer.

**Revocation of the charter** of the Canadian brotherhood of railroad employes and its expulsion from membership in the Trades and Labor Congress of Canada, were recommended by the committee on officers' reports.

**Gold coin to the amount of $100,000** seized from Felice Haddad, a Venezulian merchant, on his arrival aboard the steamship Caracus, was returned to him after he had made an entry of the coin at the customs house.

**Selection of the town of Mansfield** and the county of Richland, Ohio, as the location of its five-year-experiment in the development of children was announced by the national child health council.

**Frank Hicks, Duluth** federal prohibition agent, and an unidentified man, were killed in a gun fight between a band of alleged liquor runners and government agents near International Falls on the Canadian border.

**The population of England, Wales** and Scotland, according to the new census made public Tuesday, is 42,767,356 as against 40,821,586 in 1911, representing an increase of 3,935,132, or 4.7 per cent.

**Approximately one hundred Greeks,** brought to this country in excess of the August quota were ordered by Secretary Davis Tuesday to be deported on the steamer Pannonia of the Cunard Line, which brought them over.

**An American sailor was killed** and another wounded at San Sebastian, Spain, following an altercation with a watchman. The two sailors, who were members of the crew of the American steamer Cook.

**Increased freight rates proposed** by railroads on anthracite coal from the Wyoming, Lehigh and Schuylkill regions in Pennsylvania to stations in New York were found not to be justified by the interstate commerce commission.

**Re-organization of the** bureau of investigation of the department of justice which will begin immediately will include the nine branch offices throughout the country and will result in a considerable reduction in the force of government investigators.

**Frank Williamson, 48 years old,** a veteran of the French army, who was wounded and gassed three times and spent 18 months in a German prison, collapsed in a Worpester hotel from lack of nourishment while seeking employment.

**The smelting plant at the navy yard** at Portsmouth, N. H., closed Tuesday on orders from the navy department. The plant has been in operation for seven years, scrap iron and other old materials.

**One dollar reward for finding $11,000** erroneously sent a charitable organization was acknowledged by Roger Mitchell, manager of the book department of the Morgan Memorial, Boston, who promptly donated the gratuity to the institution.

**Charging a conspiracy** on the part of "big oil interests," to acquire control of leading independent crude oil petroleum properties, Senator Harrold, republican, Oklahoma, today introduced a resolution asking for an investigation by the federal trade commission.

# FIRE DESTROYED PIERS AND ARMY BARRACKS AT HOBOKEN

## Bodies of 500 American Soldier Dead Were Removed to Safety—400 Longshoremen Volunteered in Assisting 150 Enlisted Men in Removing Bodies—Sides of the Liner Leviathan Were Licked by the Flames—All Available River Fireboats in New York Harbor Were Called Into Service—Burning Embers Were Blown Over the Town and Set Fire to the Roofs of Several Houses.

Hoboken, Aug. 24—Five hundred bodies of American soldier dead awaiting shipment to the homes of relatives, were removed in safety late today when fire of unknown origin swept over the army waterfront reservation here destroying Piers five and six and an adjoining army storehouse and barracks.

Pier 4, at which the giant liner Leviathan and the transport Wheaton were docked was saved with difficulty. The flames licked the sides of the Leviathan damaging a small section of the woodwork on the bow and the forward mast, but a fireboat wedged its way between the liner and the burning pier and successfully fought off the flames as they spread to the huge craft.

When the fire broke out there were 500 bodies in the large rooms at the junction of Piers 4 and 5. As soon as the alarm was sounded Captain H. S. Wilbur, officer of the day, called out the entire army personnel about 150 men and while some fought the flames the others started removing the bodies. Four hundred longshoremen on duty at nearby piers volunteered their services and assisted in the removal.

One thousand other bodies were lined up on pier 4, but inasmuch as the flames did not come near them they were not disturbed. The transport Wheaton which recently arrived here with 5,000 bodies still had 2,000 aboard when the fire broke out but it was on the opposite side of the pier from which the fire was located. As a matter of precaution army tugs pulled it out into midstream.

The fire started in Pier 5, a wooden structure and spread with amazing rapidity. Within half an hour the pier was enveloped in flames and fanned by a strong southeast wind, they soon spread to Pier 6. Burning embers were blown back over the town and set fire to the roofs of several houses, some of the occupants of which hastily removed their belongings. The Hoboken Post Office building, located just across the street from Pier 6, was also threatened for a time. Large quantities of mail were removed from the structure to a place of safety when the fire was at its height.

Flames ate their way into a brick building on River street in which a large quantity of ammunition was stored. Shortly afterward a series of explosions broke out, resembling machine gun fire. The thickness of the walls, however, prevented the bullets from reaching the street, where score of firemen were battling the blaze.

All available river fire fighting craft in New York harbor were summoned soon after local firemen reached the scene. Calls also were sent to Jersey City and other neighboring towns and cities for apparatus.

Piers 5 and 6 which were destroyed tonight, were the only structures which escaped the disastrous conflagration that swept the Hoboken water front in 1900. They were each 1,000 feet long and built of wood and galvanized iron.

### TECHNICAL POINT DELAYS SIGNING OF PEACE TREATY

Berlin, Aug. 24 (By the A. P.).—The peace treaty between the United States and Germany was not signed today as had been intended.

The delay in signing resulted from an unexpected technical point raised in connection with the formalities as arranged by Ellis Loring Dresel, the United States commissioner, and Dr. Friedrich Rosen, the German foreign minister, yesterday.

The ceremony of signing was to have occurred at noon today at the foreign office, but it was postponed at the request of Mr. Dresel, who asked the privilege of querying the Washington government on the mooted point.

### CONGRESS SHOWS APPROVAL OF TREATY WITH GERMANY

Washington, Aug. 24—The new treaty with Germany was laid before members of the senate foreign relations committee today and was received by them with some expressions of uncertainty but with a general show of approval.

The text of the treaty was not made public pending word of its signature in Berlin, but it became known that the document reaffirms in exact language the principal features of the peace resolution and gives force to various portions of the unratified treaty of Versailles.

A first impression of approval was voiced by Republican and Democratic committeemen alike, and although final decisions were reserved, there appeared little prospect tonight that the treaty would lead to a long or bitter fight when it is submitted formally for ratification. Its submission is expected as soon as the senate reassemble a month hence after the congressional recess.

Among the first to express a favorable opinion from the democratic side was Senator Hitchcock, who as senior democratic member of the committee led the fight for ratification of the Versailles treaty. Declaring he had received a very favorable impression of the newly negotiated pact, Mr. Hitchcock said he saw no reason why it should not be ratified promptly. Similar views were expressed privately by other democrats, although none would talk for publication.

Among the republican members of the committee, the only enigma was presented by the attitude of Senators Borah of Idaho and Johnson of California. The latter is absent from Washington and Senator Borah had not a word to say until he had opportunity for further study of the treaty. All the other republican committeemen are said to have agreed to support ratification.

The treaty text which has been negotiated at Berlin under an inhibition of secrecy requested by this government, first was laid before the republican members today at a conference with President Harding and Secretary Hughes at the White House and later was communicated to the full committee by Mr. Hughes at the capitol. In each instance many questions were asked but it was said there was little show of hostility on the part of any committeeman. The conference at the White House lasted for an hour and a half and that at the capitol more than an hour.

In both instances, members of the committee are understood to have been requested to give no hint of the contents of the treaty until it had been signed and its text made public.

### RAIDS IN SOUTH NORWALK, FAIRFIELD AND WESTPORT

Norwalk, Conn., Aug. 24.—Twenty men were arrested tonight by the state police in raids on saloons and stores in South Norwalk, Fairfield and Westport. About $800 worth of liquor was seized as evidence. Seventeen places were visited, eleven in Fairfield, five in South Norwalk and one in Westport. Among the places raided in Fairfield was a gasoline station.

Local police co-operated with the state officers in South Norwalk. The saloon keeper arrested in Westport was taken into town court and fined $400. The other 19 men were held in bonds for appearance tomorrow. There were 35 state policemen in the raiding squad, under the direction of Walter Stiles and Frank Varelli.

### A. F. OF L. IS TO CREATE AN EDUCATIONAL PROGRAM

Atlantic City, N. J., Aug. 24.—The American Federation of Labor intends to take a leading part in the development of the nation's public school system and to see that labor's point of view is accurately expounded in school text books, the federation executive council announced tonight.

The council, in a statement made public by President Samuel Gompers, said that reports of the federation's committee on education showed that there "appears to be evidence of a preconcerted and well organized effort to shape the thoughts of the young through the preparation of text books used, and that there is a total absence of labor's viewpoint."

Besides making a comprehensive survey in an effort to remove what was described as the "false conception of existing theories of industrial, political and social economics," the council said it would endeavor to aid in bringing "our schools to the highest possible degree of efficiency as well as usefulnes in the acquiring of true and accurate knowledge."

Every aid, it was stated, will also be given text book writers and publishers so that they "may no longer be able to claim that they have not been fully apprised of the true and accurate principles on the subjects of industrial education."

The council's action comes as a result of a report made to the federation convention in Denver last June that an "apparently well organized and systematic campaign has been undertaken by the National Association of Manufacturers to conduct a propaganda in the schools of the country in furtherance of so-called 'open shop.'"

"Letters and pamphlets have been sent to teachers of economics in the colleges, universities and schools by the manufacturers' association, supplemented by text books containing subjects for debate, all of which are intended to prejudice and mislead those attending our schools and to inculcate the spirit of hostility to the labor movement," said this report.

The council announced it also had directed that the various affiliated central bodies and state federations of labor demand in their respective communities improvement in the school buildings.

The council, supporting the American Federation of Teachers, declared that "consideration was given to the conditions of employment under which the great mass of teachers are compelled to labor, and it finds that while schools are conducted for the public benefit, too often the public does not show proper appreciation of the services rendered by those who must do the actual work of teaching, and it will do all that lies within its power to aid the teachers to perfect their organizations so that the proper public sentimate can be aroused to compensate them commensurate with the great service they perform."

The federation's special committee, who hhas charge of the educational program, is headed by Matthew Woll of Chicago.

### COMBINE RESOURCES FOR FEEDING CHILDREN IN RUSSIA

Washington, Aug. 24.—American resources for feeding the children of soviet Russia were combined today at a meeting with Secretary Hoover of the charitable organizations comprising the European relief council. The agreement between the American relief administration and the sovie tauthorities at Riga was accepted by the council and it was arranged that all the associations should co-operate under the relief administration in the distribution of supplies.

The American Friends' service committee, however, which is already at work in Russia, is to have a definite distribution district assigned to it and will retain its identity, but always under the supervision of the relief administration. In the collection of funds for financing the relief work it was decided that each association should be guided individually by its own views.

Announcement that $600,000 had been placed at the immediate disposal of the relief administration was made after the meeting by Felix M. Warburg of New York, on behalf of the Jewish joint distribution committee.

### AMERICAN OIL MEN LEAVE FOR MEXICO CITY

New York, Aug. 24.—A delegation of prominent American oil men left here today on a special train for Mexico City, where they will confer with officials of the Mexican government on differences arising from taxes on oil export.

Garbage collected in Chicago in 1918 yielded 4,000,000 pounds of grease.