

44 LOSE LIVES- AS AIRSHIP ZR-2 FALLS ABLAZE

Terrific Explosion Rends Dirigible, Near Hull, England.

Continued from page one.

He maneuvered the ship toward the Humber and, according to a survivor, one of the main girders failed to stand the strain of the turn.

Thousands of people watched the rescue, bringing in bodies while fragments of the airship burned on the surface of the water while above towered the still inflated stern end of the ship.

A semi-official dispatch received in London at 8:30 p. m., stated that nearly forty are dead.

Explosion Heard.

The weather was fine at the time of the disaster, the sun was shining and thousands had gathered to watch the giant airship. Apparently it was sailing slowly on an even keel when the flames first burst forth. Then a terrific explosion was heard, and, according to an eyewitness, one portion of the ship appeared to rise in the air while the other fell slowly into the Humber river.

Two more explosions occurred, one as the ship was falling and one as it hit the water.

Capt. Wann, the British officer commanding the ill-fated ship, is among the survivors.

The British Admiralty tonight issued the following official communiqué:

"The R-28 is a total wreck, lying in the Humber off Corporation Pier. It broke in half in the air and caught fire. No details are known. There are probably three survivors."

Broke Clean in Two.

Pier Master Martin, an old navy man, an eyewitness, said:

"I had been watching her for some time. She turned in from the northeast and was heading for the southwest. She was not very high and her engines were working at great speed. As she came closer the envelope appeared to crumple in the center. There was no flame, but the scene appeared to be surrounded by a slight fog. Possibly it was her own escaping gas. All this time she was coming lower down. She cleared the land and got some little distance across the river toward New Holland on the Lincolnshire side when the crumpling of the envelope became worse and suddenly she broke clean in two. Up to that I had seen no flames, but all at once there was a terrific explosion and the falling envelope burst into flames. In a few seconds it touched the water and then a second explosion occurred."

Collapsed in Center.

"Before the disaster occurred I had noticed that the engines were working at terrific speed and it is a mercy that the airship got over the river before any explosion took place. If it had occurred over the crowded town I shudder to think what would have followed. I am an old navy man and I know what big guns can do, but I don't think they could have caused a more terrible disaster than those awful explosions would have done."

Sergeant Bushby of the American air force, who witnessed the disaster from the river front, said:

"I consider there was some real misfortune. She collapsed in the center, her stern coming down first. She was just turning when the disaster took place and the wrecked envelope and gondola came speeding down. It is God's mercy that the disaster did not occur over the town."

**Officers Awaiting Big Ship
Unable to Explain Collapse**

LAKESHURST, N. J., Aug. 24.—Officers stationed here awaiting the arrival of the ill-fated ZR-2 from overseas were at a loss tonight to explain the sudden collapse of the giant dirigible.

Capt. Frank T. Evans, U. S. N., in command of the detachment here, said he doubted if weakness in the framework was responsible for the breaking in two of the big craft. He suggested, however, that the breaking of one of the large gas bags in the air might have undermined the framework.

The financial loss involved in the destruction of the ship will be borne in part by the United States, according to Capt. Evans, but under the terms of the agreement by which the ship was built, final acceptance depended upon the result of the trial trip.

It was customary, he said, for one parachute to be carried for every two passengers and members of the crew, but in the sudden emergency, he doubted whether many had time to adjust these safety devices, because once the ship was deflated by the explosion, the steel framework would settle quickly.

**Massachusetts Man, Taken
From Wreckage, Dies Later**

LONDON, Aug. 25.—Lieut. Chas. A. Little, of Newburyport, Mass., who was recovered alive from the burning wreckage of the ZR-2 in the Humber River, died at the hospital at midnight.

According to messages up to midnight, the survivors still stand at six. Revised figure how that forty-seven men were on board.

The exact number and identity of the dead will not be verified until late today as the wreckage of the airship is still floating in the river and it is possible there may still be someone inside it.

DEFECTS IN HUGE DIRIGIBLE HAD CAUSED APPREHENSION

Both British and American Naval Officers Feared Disaster in Altered Design.

Consequently America's loss at next spring if it did not prove the most cannot be more than \$1,000,000. In event the British government has insured the dirigible, even that loss may be avoided.

Whether this money, or the unexpected portion of the \$2,000,000 appropriated by Congress for the ZR-2's purchase can be diverted to the cost of the ZR-1, is a question.

Fear that future airship construction by this country may be hampered by the untimely accident to the ZR-2 is entering the naval quarters, although it is pointed out that the loss should be an argument in favor of renewed efforts.

May Ask for New Ships.

At the very moment that reports of the tragedy was coming over on the cable, Admiral W. A. Moffat, ignorant of what had occurred, was appearing before the Congressional committee in an appeal for added authorization to proceed with the navy's aeronautic program. Besides the completion of the ZR-1, an entirely new ship to replace the ZR-2 should be started, officials believe.

The ZR-2 was the largest of her kind. She was 700 feet long, and her cigar-shaped bag was 85 feet in diameter. The gas capacity, 2,720,000 cubic feet, furnished a lifting power of 84 gross tons, 45 tons of which consisted of crew, cargo, fuel and armaments. The R-34, which twice crossed the Atlantic, had a gas capacity of 2,000,000 cubic feet, while that of the ZR-1 will be 2,200,000.

Driven by Six Motors.

The ZR-2's motive power consisted of six 350 horsepower Sunbeam Cosack motors located in six separate power carriages and capable of cruising at a speed of sixty miles per hour with a maximum speed of between seventy-five and eighty miles. Under favorable conditions she was expected to cross the Atlantic in two days and still have enough fuel left to proceed to the Pacific Coast.

Aside from the material loss resulting from the ZR-2's destruction, the death of the American members of the crew will be keenly felt. These picked officers and mechanics had been undergoing thorough training, both in operating the craft and dirigible construction, for more than six months.

Denby Sends Condolence.

Britain's loss is also almost irreparable, especially if Capt. A. H. Wann, in charge of the instruction of the American crew and Brig. Gen. Maitland succumb. Capt. Wann is reported badly injured.

Upon receipt of the news, Secretary of Navy Denby sent the following cable of condolence to the American Naval Attaché for transmission to the admiralty:

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

The tragic destruction of the ZR-2, spectacular and sudden as it appeared, was not entirely unexpected by officials and others who have followed the construction of the monster airship on both this and the other side of the Atlantic.

Since her first trial flight, July 17, un concealed apprehension as to the ZR-2's success was evidenced in England. During her initial trip from Cardington where she was constructed, defects in construction became evident.

These were not surprising though, because of radical departures in design from the R-34 and similar types of dirigibles which had proved so successful. Presumably, because of buckling amidships, the ZR-2 was rapidly berthed after her first flight. Her framework was reinforced and other alterations, the nature of which were not divulged, were made.

Delay Caused Conjecture.

Continual rumors persisted at the air ministry and admiralty circles in London, however, that the government was far from satisfied at the showing. Brig. Gen. Maitland's continued refusal to turn over the airship to the American crew, who were chafing at the delays, caused as little conjecture. Regarded as an unusually cautious officer, Maitland declared his intention of holding the big ship in England even

ANTI-BEER FIGHT IN SENATE STOPS; HOUSE RECESSES

Senator Sterling With- draws Measure to End Debate.

The anti-beer bill is dead for at least a month. Opponents of the measure, after carrying on a successful filibuster against its adoption in the Senate, were relieved from further delay late last night when, after the House adopted the joint recess resolution, Senator Sterling withdrew the beer bill from Senate consideration.

This means the beer battle goes over until after the recess.

While the House was winding up its business and adopting the recess resolution, previously passed by the Senate, foes of the beer bill held forth in the upper chamber and blocked consideration of other business. Senator Reed, of Missouri, spoke almost continually for eight hours, arguing against the bill on constitutional grounds.

Give Up Fight.

When word reached the Senate that the recess resolution had been passed in the House, dry leaders gave up the fight for adoption of the beer bill. Senator Sterling, in charge of the measure, said it was apparent the conference report could not be adopted at this session and moved that it be laid aside in favor of the bill which would constitute the embargo on dyes. A discussion of this measure was then begun.

The recess resolution was brought up in the House by Floor Leader Mondell and adopted by a vote of 116 to 123. Debate was brief. Mondell said that the House had completed its part of the legislative program.

Volstead Denied Title.

"If the House is willing to rest on its oars I see no reason why the Democrats should object to a recess," said Representative Garrett, acting Democratic leader.

Representative Volstead, prohibition leader, was denied time for speaking by Mondell. Volstead had charged there was an understanding that the beer bill was to be left over until after the recess and declared "the people will be heard from" if regulations are issued permitting use of beer as medicine.

Before the recess resolution was adopted the House and Senate had approved conference reports on the measure to enable the War Finance Corporation to extend credit to farmers and the deficiency bill. The latter appropriates \$48,500,000 and \$200,000 for the disarmament conference. Passage of these measures were considered necessary by leaders before the recess could begin.

The House was in an uproar as the recess vote was taken. Senators, anxious about the result, crowded the House floor. Senator Lodge stood on the rostrum and checked the vote as each name was called.

**FATAL TRAIN WRECK
HELD ACCIDENTAL**

ANNAPOLIS, Md., Aug. 24.—That the collision between a passenger train and a work train on the short line division of the Washington, Baltimore and Annapolis Electric Railroad at Reville Station, which caused the death of two, was the result of an "accident" was the verdict rendered at a coroner's inquest jury, which met here today.

A number of witnesses were examined, including a train dispatcher of the road, and there was testimony to the effect that the work train should have taken a siding and given the passenger train the right of way, as customary.

**ROCKVILLE DEPUTY
SHERIFF RESIGNS**

ROCKVILLE, Md., Aug. 24.—James Stanley Giggell of Rockville, many years a deputy sheriff for this county, has tendered to Sheriff George E. Nicholson his resignation as chief deputy and the same has been accepted.

He has been appointed by the county commissioners a constable for the county.

MINISTER IS HELD WITHOUT BAIL AS SLAYER OF PRIEST

Daughter's Story Proves "Ace in Hole" for State Case.

BIRMINGHAM, Ala., Aug. 24.—Rev. Edwin W. Stephenson, Methodist minister, was today held to the grand jury without bail on charges of murdering Father James E. Coyle, priest of St. Paul's Cathedral, whom he shot to death on the night of August 11.

Judge H. B. Abernathy's decision was given following sensational testimony against her father by Mrs. Ruth Stephenson-Gusman, whose marriage to a Catholic Porto Rican precipitated the killing.

Stephenson's daughter took the stand as the State's star witness, and gave testimony which the prosecution hopes will send her father to the gallows.

Says She's Glad.

When the court announced its decision and her father was led back to jail, she said "I'm glad they held him."

Coming at the conclusion of State testimony which, in several instances, had been favorable to Stephenson by supporting some details of his self-defense plea, the minister's eighteen-year-old daughter gave testimony which the State will contend shows the killing was a case of premeditated murder.

"Several times," the girl declared, "my father said that he wished the whole Catholic institution was in hell."

Also, she declared, her father told her that "you'll be the cause of the deaths of Coyle and Bender." The "Bender" referred to is Fred Bender, the girl's godfather when she joined the Catholic Church.

Tells of Threats.

Apparently perfectly calm and unworried, the girl plunged into her testimony of the alleged threats made by her father, while the latter, sitting close by, fastened his eyes on her and leaned forward, following every word.

After declaring that her father had repeatedly said he wished the Catholic Church was in hell, she quoted her mother as declaring "I'd like to see a bomb put under St. Paul's Cathedral." St. Paul's is the cathedral of which Father Coyle was the pastor.

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