

44 KILLED IN DIRIGIBLE WRECK

Filibuster On Anti-Beer Bill Rages

House With Trunk Packed For Recess, Watches Senate Battle Over Campbell-Willis Measure.

Final Outcome In Doubt

Chicago Tribune-Omaha Bee Leased Wire. Washington, Aug. 24.—With its trunk packed for a month's vacation congress was compelled to remain on the job far into the night, while a filibuster raged in full blast against the Campbell-Willis anti-beer bill.

A tangled legislative situation has developed, the outcome of which is difficult to predict. The house, with its chores completed, stood by and watched the senate tussle over the anti-beer bill.

The fate of the anti-beer bill hinges upon the conversational endurance of the rival factions engaged in the filibuster. "Wet" senators piled their desks high with books and documents and prepared to make a night of it. They declared their determination to go on filibustering until the "drys" threw up the sponge and agreed to a recess without passage of the anti-beer bill.

"Drys" Stubborn.

Radical "drys" in the house were equally stubborn. They flatly refused to act upon the senate resolution providing for a recess beginning today until the senate gave its final approval to the anti-beer bill. There was danger from a dry viewpoint, however, that if the filibuster continued all night, congressmen and senators with their railroad tickets bought would quit Washington and break up the quorum in both houses.

The senate met two hours earlier than usual in the hope of cleaning up its affairs and going home. Efforts to sidetrack the anti-beer bill met defeat at the hands of the drys, who steadfastly refused to agree to any proposition involving delay to the measure. Senator Reed took the floor and spoke for hours against the bill.

Towards evening the agricultural bloc grew restive over the delay in getting action on the conference report on the \$1,000,000,000 farm export credits bill. They began to fear that this important measure would be caught in a legislative jam and that action would be held up indefinitely. They entered into a temporary alliance with opponents of the anti-beer bill.

Kenyon Motion Carried.

When the house reported its ratification of the report on the credits bill, Senator Kenyon of Iowa moved to take up the measure. The motion was carried, 40 to 18. Wet senators heartily supported the motion.

Boy Tries to Whistle With Coin in Mouth; Surgeon Saves Life

Armand Glinksky, 3, son of Mr. and Mrs. S. E. Glinksky, 617 South Thirty-seventh street, narrowly escaped death last Sunday when a 25-cent piece lodged in his oesophagus. The child was taken to St. Joseph's hospital where the coin was extracted. The youngster soon recovered.

Mail Plane Wrecked

West of Salt Lake City Salt Lake City, Aug. 24.—An air mail plane driven by Kenneth Unger, crashed to the ground, tearing a wing and causing other damage Tuesday night at Delta, 50 miles west of Salt Lake City, while on the way to San Francisco. The accident is believed to have been due to engine trouble. The mail was transferred to a train to be carried to Reno, from which point it will again be taken in the air to San Francisco. Unger escaped serious injury.

Prisoner in Los Angeles

Jail Killed in Gun Fight Los Angeles, Aug. 24.—Horace Box, 22, a prisoner in the county jail here, was shot and killed by deputy sheriffs early today in a gun fight which ensued following the discovery of an attempted jail break by Box.

Canadian Railway Union Expelled From Labor Body

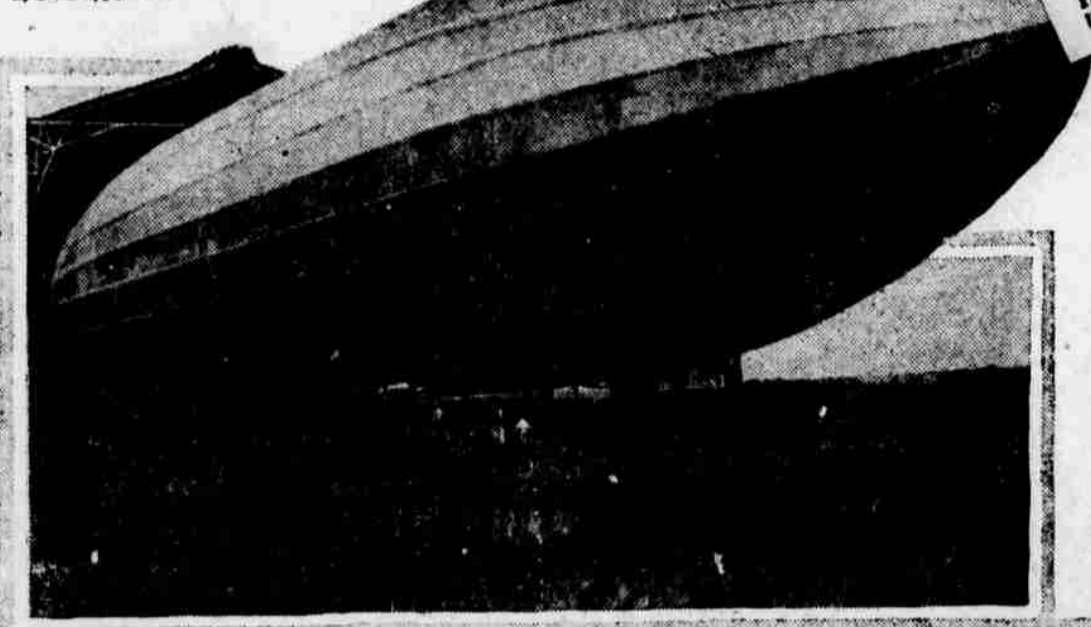
Winnipeg, Man., Aug. 24.—The Canadian Brotherhood of Railway Employees was expelled from the trades and labor congress of Canada by a vote of 394 to 151. The action was a climax to a long standing dispute over jurisdictional matters.

Six Bodies Are Recovered

From Burned Macon Hotel Macon, Ga., Aug. 24.—Two bodies were taken this morning from the ruins of the Brown House, which was destroyed by fire early Monday. This brings the list of known dead to six. One man was still listed as missing.

Leviathan of Air Wrecked in England, and U. S. Commander of Craft

ZR-2 LEAVING HANGAR AT BEDFORD, ENGLAND



Two Killed and 25 Injured In Colorado Wreck

Rio Grande and Western Train Plunges Through Bridge Weakened By Recent High Waters.

Grand Junction, Colo., Aug. 24.—Two persons are dead, two believed to be dying and from 25 to 35 more injured as a result of a wreck which occurred on the Rio Grande and Western railroad near Gale, Colo., about 3:30 o'clock this morning. The dead are Douglas Armstrong, engineer, Grand Junction, Colo., and a man named Fairfield, whose initials and exact address were not obtained in early reports. It was said Mr. Fairfield lived in a small town in southern California.

William T. Linkins, fireman, Grand Junction, was seriously injured and may die, according to reports, from the scene of the wreck. The train wrecked was Rio Grande and Western No. 1, westbound. It left Denver at 8:30 o'clock Tuesday morning for Salt Lake City. There were many coast-bound passengers on the train, railroad officials said. The wreck was due to a washout following a cloudburst.

According to a report made by railroad agents to Pres. J. H. Young of the road, part of the train plunged into a stream when a bridge gave way. The engine and tender got across the bridge before it collapsed. When the bridge gave way, the engine, tender, mail, baggage and smoking cars crashed into the stream. The part of the train that went into the stream was still standing at noon in the position it fell.

The dead and injured were taken to Grand Junction, where the injured were placed in hospitals. Two wrecking crews are working on the wreck and it was said more injured and possibly more dead may be under the wreck.

The injured who have been identified in addition to Fireman Linkins, whose arms and legs were scalded and whose face was badly cut, included Gus Sutton, extra engineer, Grand Junction, Clark and name cut, internal injuries; Samuel Crews, Mohrhead, Utah, right arm injured; Thomas G. Moore, White River, Colo., internal injuries; G. B. Reed, White Rock, Utah, head, hands and arms cut, shoulder sprained; Otto Holmeister, New York, ribs broken and head cut; Jacob Joseph, Cedar Hill, Tenn., ribs crushed and legs hurt; James Hutchison, Bellingham, Wash., back hurt; Mrs. James Hutchison, right arm injured; John A. Peterson, Portland, Ore., head badly cut; Willie Petty, negro porter, Mason, N. M., ribs broken and internal injuries; Donald Redfern, La Havre, Cal., face, scalp and wrist cut.

Boulder Woman Kills Self

In Salt Lake City Hotel Salt Lake City, Aug. 24.—Miss Nellie Cleveland, 25, Boulder, Colo., was found dead in a rooming house here last night. According to a police report she shot herself through the right temple some time between 7 o'clock Monday night and 6:45 o'clock Tuesday night.

Woman Says Husband Has Another Wife; Asks Divorce

Marriage of Myrtle Richcreek to James Senola Richcreek at Logan, Ia., December 16, 1913, was set aside in district court today because Mr. Richcreek claims he was already married at the time. In a petition filed July 23, she charges that Mr. Richcreek, although he represented himself to her as a single man, married Hattie R. Shaw of Indiana January 15, 1899. Her husband's first wife, she says, is still living.

Geologist's Widow Weds

London, Aug. 24.—Mrs. Florence Becker, widow of George Ferdinand Becker, American geologist, was married Monday in London to John Campbell Forrester, a member of the Bengal legislative council.

Huge Dirigible ZR-2 Able to Lift Cargo of 45 Tons

Huge Craft Was 500,000 Cubic Feet Larger in Capacity Than Ship Built to Bomb New York.

Washington, Aug. 24.—The ZR-2 (R-38) was built at the Royal Airship works, Cardington, Bedford, England. The ZR-2 is the largest airship that has ever been built. It is about 500,000 cubic feet larger in capacity than the German Zeppelin L-71, which the Germans built to bomb New York City. Its total length is 700 feet, its greatest diameter 85 feet and its total height from the bottom of its suspended cars to the top of the hull is 92 feet. Its cubic capacity is approximately 2,720,000 cubic feet, which gives it about 84 tons gross lift and a disposable lift of approximately 45 tons, which consists of gasoline, oil, crew, cargo or armament.

Its motive power consists of six 350-horsepower Sunbeam Cossack motors located in six-power cars. It has a speed of 75 miles (full speed) and a cruising speed of 50 miles per hour. It carries 10,400 gallons of gasoline, which gives it a cruising radius of 6,000 miles at full speed, or about 9,000 miles cruising speed. The propellers on two of the power cars are equipped with reversing gear, which enables the ship to check its speed at will or even fly astern.

The ship is controlled from the control car situated forward, which is similar to the bridge of a ship. The captain controls the ship exactly as does the captain of a sea-going vessel. The communication system consists of engine room telegraphs, ship's telephones and voice tubes. All orders to the power units on the engine telegraphs are repeated back to the control car before being put into execution.

The ship is equipped with a radio set, with a sending radius of about 1,500 miles. It is also equipped with a wireless telephone and radio direction finding set.

If the outer cover were spread on the ground it would cover a four-acre plot. The gas bags which contain the hydrogen gas are lined with gold-beater's skins. Gold beater's skins are taken from the outer covering of the intestines of a cow. There is but one gold-beater skin to each cow that is slaughtered. There are 600,000 of these skins used in lining the gas bags of ZR-2. The cattle sent to market from several of our largest ranches on western plains would have to be slaughtered to build one airship.

The structural strength of the ship depends a great deal upon the piano wire, used as stays and braces. There are 60 miles of it on the ZR-2. There are 20 miles of duralumin channel section used in making the girders of which the hull is composed.

Conferees Agree On Farm Aid Bill

Compromise Between House Senate Reached on Terms of Exports Credits Measure. Washington, Aug. 24.—A complete agreement on terms of the agricultural exports credits bill, which has been in controversy between the house and senate, was reached by conferees. The disagreement outside of the controversy over the anti-beer bill was one of the principal obstacles to the recess provisionally arranged for congress.

The measure, as agreed to, empowers the war finance corporation to issue \$1,500,000,000 in its own bonds and to lend \$1,000,000,000 for financing agricultural exports. The house refused to agree to senate provisions which would allow the corporation to lend directly to European purchasers of the commodities, but the compromise will allow the finance corporation to lend to anybody, providing sufficient collateral is furnished to it for the sums advanced.

Pioneer Kills Self

Huron, S. D., Aug. 24.—E. T. Burger, an old time resident of this city was found yesterday afternoon in his home with a bullet hole in his right temple. Lying beside the body of the dead man was a .32-caliber pistol. Mr. Burger had been in poor health for some time and it is thought this caused him to take his own life. An inquest will be held today.

Ford Not Developing Road With Idea of Engulfing All Other U. S. Railroad Systems

Does Not Mean Line Will Not Be Extended Wherever It Offers Opportunity for Service, But He Has No Idea of Making It Nucleus for Great Organization.

By RICHARD LEE.

Universal Service Staff Correspondent. Detroit, Mich., Aug. 24.—Henry Ford's Detroit, Toledo and Ironton road—the 454-mile line making history in the transportation world, thanks to Ford methods—will not be developed with a view to engulfing all other transportation systems, but Mr. Ford's revolutionary engineering ideas will be available to the railroad builders of the world.

That does not mean that the D. T. & I. will not be extended wherever it offers Mr. Ford opportunity to enlarge his field of service, but he has no idea of making the line the nucleus of a great national railroad system that would crowd out existing organizations refusing to embrace engineering ideas of the new era of railroading.

"We cannot do everything," was his simple reply to an inquiry on plans for future branching out in railroading.

Service is Sole Aim. While he does not say it in so many words, the Ford idea in entering the railroad field by the D. T. & I. road is to see what can be done for mankind in the way of railroad development. He has no thought of "showing up" the railroad engineers of today. He has seen another opportunity to serve and service is his sole aim in life.

His 75-ton locomotive destined to be nationally known as the "flivver engine" will probably be as widely ridiculed and just as widely used as the "flivver automobile." Ford's idea of service wholly precludes the possibility of the new era locomotive being held exclusively for the Ford lines. In the same way the one-third weight freight and passenger cars designed to slaughter the cost of railroad service will be available for the railroads of the country and of the world in time. Henry Ford has a most peculiar thought for a railroad president. He thinks that while increasing wages, freight rates should be cut low enough to rout the high cost of living and that passenger charges should come down to the point where all can afford Pullman accommodations.

Geneva Woman And Son Killed

Mrs. Simon Totemeier and Boy Loses Lives When Auto Plunges Off Bridge. Lincoln, Neb., Aug. 24.—(Special Telegram.)—Mrs. Simon Totemeier, 45, and her son, Walter, 11, were almost instantly killed when the automobile driven by the husband and father, and in which they were riding, plunged off a 20-foot bridge near Greenwood, a few miles northeast of Lincoln.

Mr. Totemeier and two other children sustained only minor injuries and were brought to a hospital in Lincoln for medical attention. A traveling salesman, who was waiting at the other end of the bridge for the Totemeiers to cross, saw the accident and obtained help from Greenwood.

According to the story of the accident told by Mr. Totemeier, they were driving from Omaha to their home in Geneva when they struck the bridge. Two strips of plank had been placed lengthwise across the structure and in attempting to keep the wheels of the car upon these planks he twisted the steering gear sharply and shot the machine through the railing and off the bridge.

His wife and the little son were dead when rescued from the debris of the wrecked car. The Totemeier family is wealthy and quite prominent in Geneva.

Capper-Tincher Measure Signed by President

Washington, Aug. 24.—The Capper-Tincher bill for regulating trading on grain exchanges and the bill which extends the period for doing assessment work on mining claims were signed late Wednesday by President Harding.

Navy Men Trained 15 Months to Take Charge of ZR-2

Personnel of Ship's Crew Taught How to Operate and Build Rigid Type of Airships.

London, Aug. 24.—The first section of United States naval rigid airship detachment arrived at the royal air force airship base, Howden, East Yorkshire, England, on April 20, 1920.

The training of the American personnel has been very thorough. They have not only been taught how to operate a rigid airship, but, in addition, they have been instructed thoroughly in airship construction. Their instruction also included four days' study of the German Zeppelins L-64 and L-71 at Pulham.

The R-32 was assigned exclusively for training the American personnel. At the time of the arrival of the Americans R-32 was out of commission. A large part of the work of recommissioning R-32 was done by United States navy men. A great many of the members of the crew of ZR-2 have witnessed the experiments made by R-32 and R-36 from and returning to the mooring mast at Pulham.

All officers and men have spent a great deal of time at the royal airship works, Cardington, Bedford, England, where the ZR-2 was built.

Bethany Man Jumps To Death From Bridge

A man believed to be C. H. Young of Bethany, Neb., jumped to his death from the Douglas street bridge about 7 o'clock Tuesday evening. A cane, which he hung on the railing before leaping 110 feet to the river, has his name and address written upon it. The body has not been recovered and there is no other clue to his identity.

John McMahon, 2101 Grant street, and Miles Zollerhoffer, 2117 Locust street, who were crossing the structure at the time, saw the man jump. They said he appeared to be about 55, Ed Cadwallader, 2508 Avenue H, Council Bluffs, tollman at the east station, said that the man had loitered about the bridge for an hour before making the leap.

Woman Held as Slayer of Broker Suffers Collapse

Los Angeles, Aug. 24.—Mrs. Madeline Obenchain indicted in connection with the death by shooting here recently of J. Belton Kennedy, became so nervous last night in her cell at the county jail that the county authorities announced they would remove her to the county hospital today until she showed more calmness.

Mrs. Obenchain's illness was described by matrons as a nervous collapse. She broke down completely and wept through the night, they said.

Farmer Breaks Toes

Callaway, Neb., Aug. 24.—(Special.)—Henry Draper, living west of Shelton, sustained two broken toes and another toe was badly mashed, when the wheel of a wagon loaded with lumber passed over his body.

Three-Year-Old Daughter Of Winston Churchill Dies

London, Aug. 24.—Margaret Frances, the 3-year-old daughter of Winston Spencer Churchill, secretary for the colonies, died last night at Broadstairs.

Windows in Town Broken

Then the airship appeared to break in two and burst into flames, the crowds beneath, meanwhile, running panic stricken in all directions to escape the wreck of the falling dirigible, which, it seemed, would drop directly upon the city.

Technical Point Delays Signing of German Treaty

United States Commissioner Postpones Ceremony Pending Information From U. S. Government.

By The Associated Press. Berlin, Aug. 24.—The peace treaty between the United States and Germany was not signed Wednesday 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 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.

At both the headquarters of the American commission and the German foreign office it was said that the technicality which involved the delay did not affect the contents or character of the treaty, as both governments reached a full accord on the official text some days ago.

Conference Postponed.

German editors had been summoned to the foreign office for a discussion of the treaty, but the conference was postponed pending receipt by Commissioner Dresel of a reply from Washington.

Although the point which was referred to Washington is said to be of minor technical importance, Commissioner Dresel preferred to obtain a ruling upon it from the American State department. If this reply is received early Thursday, it is probable that duly executed copies of the treaty will be exchanged that day.

Vienna Pact Signed.

Vienna, Aug. 24.—The treaty of peace with the United States was signed at 1 o'clock this afternoon. Negotiations for peace between the United States and Austria as well as between the United States, Germany and Hungary, have been in progress for some time.

Officials Surprised.

Washington, Aug. 24.—Word that a treaty of peace with Austria had been signed received in an Associated Press dispatch from Vienna, caused surprise today at the State department here where officials said the expectation had been that the negotiations would be continued several days.

It was learned that negotiations have been under way at both Vienna and Budapest for several weeks. The negotiations at Vienna were carried on by Arthur Hughes Frazier, the American commissioner there, and at Budapest by U. Grant Smith, the American commissioner to Hungary.

The nature of the treaty with Austria and that under negotiation with Hungary are understood to be the same in principle as the German treaty. They are expected to be followed by treaties of commerce and amity.

Fire Raging on Army Piers at Hoboken, N. J.; Leviathan Damaged

Hoboken, N. J., Aug. 24.—Fire broke out late Wednesday on army pier No. 5, near which the giant liner Leviathan is docked. The flames spread rapidly and soon enveloped the structure. Bodies of several hundred soldier dead are on pier 4.

The mast and some of the woodwork on the forward part of the Leviathan also caught fire. Fanned by a strong southeast wind, the flames soon spread to piers 4 and 6 and the evacuation of movable property thereon was begun.

The Weather

Forecast. Nebraska—Fair Thursday and probably Friday; somewhat cooler Thursday in northwest portion. Iowa—Generally fair Thursday and probably Friday; not much change in temperature.

DISASTER IS GREATEST IN AIR HISTORY

Airship Passing Over City of Hull When It Breaks in Two and Bursts Into Flames.

17 Americans Victims

Hull, England, Aug. 24.—Seventeen officers and men of the United States navy and 27 officers and men of the British navy met death Wednesday 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. 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 survived.

The American officers who started the trip included Commander Louis H. Maxfield, Lieutenant Commander Emory Coil, Lieut. Terry W. Hoyt, Lieut. Marcus H. Esterly, Lieutenant Commander Valentine N. Bieg and Lieut. Charles G. Little.

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

Washington, Aug. 24.—Seventeen Americans were on board the dirigible ZR-2 when it was wrecked today during its 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 of 49.

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 were 21 Americans on board.

On Final Trial.

The ZR-2 had begun its 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 50 miles distant.

The airship was flying at a height when the disaster overtook it. It was seen to emerge from clouds and as the explosion occurred, broke in two. 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.

Explosion Over River.

Hull, England, Aug. 24.—Disaster overtook the giant dirigible ZR-2 late this afternoon. The monster airship exploded over the river Humber, her falling into the stream a mass of flames, the explosion and fall bringing death to many of the officers and men on board, among whom were five American commissioned officers and nearly a dozen other Americans of lesser ranking, in addition to the regular British crew.

The number of fatalities has not yet been definitely ascertained, but 12 bodies are said to have been recovered and it is believed that not less than 10 on board were saved.

The disaster occurred while the ZR-2 was on what was intended to be its final trial before being turned over by its British builders to the United States navy for its flight across the Atlantic.

The airship set out from Howden early yesterday, was prevented by a storm from landing last night, and was cruising about today making further tests before proceeding to Pulham, Norfolk, where it was intended to moor its flight across the Atlantic.

The dirigible was floating easily over this city shortly after 5:30 o'clock this afternoon, all being seemingly well with her when, according to survivors, a sharp turn was given its rudder and it swung off toward the Humber.

Apparently the strain of the turn was too much for it. Crowds gathered in the streets of Hull intently watching the movements of the air monster, saw a sudden flash and heard the report of tremendous explosion, violent enough to shake the buildings beneath and break windows in the city store fronts.

Windows in Town Broken

Then the airship appeared to break in two and burst into flames, the crowds beneath, meanwhile, running panic stricken in all directions to escape the wreck of the falling dirigible, which, it seemed, would drop directly upon the city.

The explosion in the big dirigible were of such force as to wreck many of the windows of store fronts in the center of Hull.

When the ZR-2 started on her trial flight from Howden, Tuesday, she had on board Commander Louis H. Maxfield, of the United States navy, who has been designated by the American Navy department to bring the ZR-2 from England to the United States; Brig. Gen. S. M. Maitland, the British air marshal;

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New York City fire boats were hurriedly summoned and are assisting the local firemen in fighting the fire, which was still spreading at 7 o'clock. Fire apparatus of Jersey City and all municipalities in Hudson county also have been called out.

Burning embers have set fire to roofs of several houses on Hudson river and Washington streets, adjoining the army piers.

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