

44 Killed When Giant Airship Explodes in Air

Airship Passing Over City of Hall When it Breaks in Two and Bursts into Flames.

Colonel Campbell, who supervised the work of designing the dirigible, five other American officers, seven engineers and four riggers, in addition to the regular British crew.

Largest Craft in World.
The ZR-2 was the largest dirigible ever built, the dimensions being as follows: Length, 695 feet; diameter, 85 feet; capacity, 2,700,000 cubic feet; total lifting capacity, 83 tons.

The air craft was operated by six engines. She was estimated to have a cruising radius of 60 miles per hour, giving a capacity to make an aggregate of 6,000 miles of uninterrupted flight. She had a capacity for officers and crew of 42 men. The gasoline supply was 10,900 gallons. It was estimated that she would cross the Atlantic in 72 hours.

The huge aircraft had four gondolas suspended from the frame work. These provided sleeping accommodations for the officers and crew and an electrical apparatus for cooking meats. Her wireless set was expected to keep the monster craft in touch with both shores of the Atlantic and to have a radius exceeding 2,500 miles.

Had "Hump" Tendency.
A London dispatch of Sunday last quoted the Observer as asserting that during the first trials of the ZR-2 a tendency of the giant dirigible to "hump" developed, and that an inspection revealed the fact that certain girders had bent and that lattice work had buckled under the strain. Remedial measures were taken, the newspaper said, including considerable reinforcement of the framework along much of the airship's length. In addition to the structural trouble, the Observer asserted, the ZR-2 had been handicapped by engine difficulties.

The purchase price of the ZR-2 was to be \$2,000,000. This, it is assumed, was to become effective after the aircraft had completed its trials and was delivered to and accepted by the American authorities. The British builders and the air service had been careful to avoid premature delivery, as they had wished to be assured that everything connected with the structural arrangement of the dirigible was in satisfactory condition. It was for this reason chiefly that the flight which terminated so disastrously today was begun. The monetary loss, under the circumstances, apparently falls on the contractors and those instrumental in building the ship.

Six Survivors Saved.
It is known that at least six survivors have been picked up, one of them with a broken leg and one severely burned.

A Hull message announces that the badly burned body of "Ensign Marcus Asterley" was taken to the mortuary. It added that "Commander Swann, the British officer who commanded the ZR-2, was unharmed. It is assumed here that by "Asterley" is meant Lieut. Marcus H. Esterly, American radio officer of Washington, D. C.

It was while the ZR-2 was cruising over Hull that it was seen to emerge from the clouds and suddenly break in two. One portion appeared to rise in the air. The other descended slowly and fell into the Humber.

Six Americans Aboard.
One explosion occurred as the ship was falling and another after it touched the water. The wreckage floated on the water about 200 yards from the riverside quay and continued to burn.

It is learned that the American officers on board the dirigible were Commander Louis H. Maxfield, Washington, D. C.; Lieut. Commander Emory Coil of Marietta, O.; Lieut. Marcus H. Esterly, Washington, D. C.; Lieut. Henry W. White, Clear Water, Fla., and Lieut. Charles G. Little, Newburyport, Mass.

Survivor Tells Story.
One of the survivors, named Bateman, of Halifax, said he was in the tail of the ship making photographs when the rudder was turned sharply to the right, bringing the airship from the center of Hull toward the Humber. One of the main girders failed to stand the strain, it appeared, and the disaster resulted. The turn of the ship carried it over the Hull pier, where it descended, a burning mass, the crowds running for safety in fear that the burning monster would fall in the streets.

The following British officers are known to have been on board for the flight:
Air Marshal S. M. Maitland, Lieut. A. H. Swann, Lieut. I. C. Little, Lieut. R. S. Montague and Flight Lieutenant Thomas.

American is Saved.
The Press association had a message from Hull shortly after 8 p. m., saying that Ensign Marcus Esterly, one of the American officers who had been reported lost, had been saved.

Reports from Hull, timed 7 p. m., place the number of men who descended by parachute at four. Bateman the Halifax man, who was making photographs at the rear of the ship, fell into the water from the dirigible. The report said that three bodies had been brought to land.

Part of the wreckage, it was added, had sunk to the bottom of the river.

Air Chief Is Lost.
Air Commodore Maitland, who is reported to have been lost with the ZR-2, was one of the foremost of the British air pioneers and his loss, if confirmed, will be deeply felt. Many rumors have been afloat for the last few days concerning the stability of the airship and Commodore Maitland was quoted, whether rightly or wrongly, as not known, as saying that the future of lighter-than-air travel largely depended upon the results this airship showed.

Some of the rumors were to the effect that the dirigible's girders were not strong enough.

In addition to the six American officers on the ZR-2, there also were

"General" of 1921 Pioneers Presented With Dog Mascot



Above, left, "General" Scott's family, including the dog, which was given to the general at Jefferson, Ia. "General" Scott named the new mascot "Buhl" in honor of Buhl, Idaho, where the tourists will settle; right, Mayor Lou Zummehlen of Council Bluffs, giving "General" William D. Scott, chief mogul of the caravan, a hearty handshake on the outskirts of the Bluffs.

Below, left, Mrs. John C. Layton, 61, oldest traveler in the caravan, who says she's as full of pep as anyone on the trip; right, Baby Albert Vermire, 1, the youngest member of the moving colony, and his parents, Mr. and Mrs. S. Vermire.

Ford Not Planning to Engulf Other Railways
(Continued From Page One.)
train already produced, he counts upon giving local passenger service closely approaching street car service at a fraction of the cost of present passenger lines.

"There are certain obstacles in the way of using the gasoline car," he said, referring to his full-fledged passenger car which has already done 73 miles an hour on the D. T. & I. tracks, with himself manipulating the gas feed. "The Interstate Commerce commission and such bodies must be won over to the new era of railroading."

"That car, though much less expensive than steam operation, uses more gasoline than it should because of its weight," he added. "Presumably in the interest of safety we demand construction of trucks, etc., with an unwieldy weight. Nothing was ever further from wrong as we will show them in the lighter and still stronger steel."

Methods Are Open.
Furthermore, the plain business method which Ford is applying so successfully as shown by the six months' transformation of the D. T. & I. failure into a history making success, are available to the railroads of the world. In fact, they have been so all these years with the development of the Ford automobile factories.

"It is nothing but work, concentrated work," is Ford's own explanation. All of the D. T. & I. success to date is due entirely to that Ford principle of work. The rejuvenation of the railroad was accomplished in exactly the same manner that he developed the production of motor cars by increasing wages, increasing labor efficiency and reducing cost to the point where he can assemble 5,000 cars daily. The key to it all was work.

Henry Ford, who probably gives fewer orders than any other railroad president in the world, has the happy faculty of inspiring his men to faithful and efficient work. He has spread that thought—"serve well and you succeed"—through his railroad just as he did in the factory and the result has been magical.

Unions, usually such a problem for other railroads, seem to hold no terrors for the Ford line, seemingly because of the Ford theory of giving the men more individually than they could get collectively. News of the eight-hour day and observance of the Sabbath has actually brought the Ford line a flood of applications for positions from union railroaders the country over.

Peculiarly enough, his brief experience in railroading has brought another host of correspondents. They are the disappointed stockholders and shippers on various struggling railroads actually imploring him to undertake the management of their lines. Then there is the well intentioned citizen who does not know how it could be accomplished but who wants Ford to take management of all railroads.

That probably will never be accomplished but Henry Ford will leave his imprint upon the railroad business whether he be a director

National C. of C. Launches Attack Against Bonus

Cash Payments Would Cost More Than Entire Pensions —Statement by U. S. Organization Estimates.

Chicago Tribune-Omaha Bee Leased Wire.
Washington, Aug. 24.—In a new attack against the payment of a cash bonus to ex-service men, the Chamber of Commerce of the United States estimates that it would cost more to carry out the maximum terms of the proposed cash bonus than the government has paid out in pensions during its entire existence.

According to the national chamber's statement, the pension bill of 1919 amounted to approximately \$5,800,000,000, while the maximum cost of the proposed bonus is placed at \$6,250,000,000. This latter figure includes the estimated cost of carrying out the provisions of the bonus bill.

At the same time, the statement calls attention to the fact that nearly three-fourths of the veterans who would share in a bonus saw no fighting whatsoever and nearly one-half of them were in the service but six months or less before the armistice.

Copies of the statement have been sent to the president, members of the cabinet, members of congress, business men in every state in the union and organizations affiliated with the national chamber.

Valley County Farmers Plan to Feed Corn Crop
M. McBeth of Ord was a visitor at the stock yards yesterday looking over conditions of the live stock market. He said the biggest crop of corn ever harvested will be gathered in Valley county this year. He said indications were that there would be a large number of farmers in the county who would put in feeder cattle.

Andrews Will Come Home During Congress Recess
Washington, Aug. 24.—(Special Telegram.)—With the exception of Congressman Andrews, all the members of the Nebraska delegation will remain in Washington during the recess. The representative from the Fifth district is planning to leave with Mrs. Andrews Friday for their home in Hastings.

Postmasters Named
Washington, Aug. 24.—(Special Telegram.)—The following Nebraskans were nominated for postmasters by the president: Warren L. Woodbury at Center, Knox county; Lester C. Kellery at Monroe, Platte county; and Peter J. Johnson at Rosalie, Thurston county.

Aged Man Kills Self
Sioux Falls, S. D., Aug. 24.—(Special Telegram.)—Despondency, induced by poor health for several years, caused E. T. Burger, an aged resident of Huron, to end his life by firing a bullet from a .32-caliber revolver into his brain.

Looses Both Feet
Callaway, Neb., Aug. 24.—(Special Telegram.)—Joseph Mazano of Echo, Colo., was badly injured in the Ravenna yards. One of his feet was cut entirely off by the train and the other one was so badly hurt it will have to be taken off.

Filibuster Rages On Anti-Beer Bill

(Continued From Page One.)
Regardless of their views on the credits bill because they believed that with that measure definitely passed, most states would lose interest in keeping congress on the job. The credits bill was then carried without debate and without a roll call.

In similar fashion the \$48,500,000 shipping board deficiency bill was finally enacted and sent to the president. Senator Smoot then moved to proceed to the co-sideration of the bill to extend the dye stuffs embargo which expires next week.

Veheement protests broke out from the prohibition ranks. Senator Leavitt declared that every bill the senate passed "added one more wound to the anti-beer bill." He argued that with the passage of each bill the pressure for a recess would increase until it would hang upon the thin thread of the anti-beer bill. He contended that favorable action on the Smoot motion would be a serious injury to the prohibition cause and demanded that senators stand up and be counted when they voted.

A roll call resulted in the defeat of the Smoot motion, 38 to 18 and the senate resumed consideration of the anti-beer bill. Wet leaders made futile efforts to

get a two-hour recess for dinner. When the last motion to this effect had been voted down, Senator Reed called for a sandwich and went on with his speech.

"Wouldn't the senator like to have some wine with his sandwich?" inquired Senator Watson of Georgia. "I certainly would," answered Senator Reed. "And I would divide it with some of my friends on the other side who look extremely dry, and I'm sure they would drink their share."

Senator Reed assured senators they could go home to their dinners because he was prepared to talk at considerable length. A few moments later the senate was almost deserted.

Boxes Added to Grandstand At Clay Center Fair
Clay Center, Neb., Aug. 24.—(Special.)—Seventeen boxes have been added to the fair ground grandstand here. These boxes will give full unobstructed view of all that is going on on the fair grounds, races, ball games, band music, free acts and singing.

Chautauqua at Ong
Ong, Neb., Aug. 24.—(Special.)—The annual Ong chautauqua began a three-day session. The third day the play taken from "Cappy Ricks" will be dramatized. Ong is a pioneer in the chautauqua game.

Thompson, Belden & Co

Final Sale Thursday All Summer Apparel

Every remaining garment from summer stocks is priced at its very lowest Thursday.

About Thirty Dresses Originally Priced to \$39.50 Thursday \$5.00

Organdies and Voiles—mostly white—in sizes, 16-18-36 only.

Lace and Georgette Dresses Thursday for Only \$10.00

Light colors—sizes 16 and 18.

Sport Skirts for \$5.00

Wash Silks and Satins in light colors are very desirable for only five dollars.

Wash Skirts for \$2.95 in white, formerly sold to \$12.50.

August Fur Sale

Prices 20% to 33 1-3% Less Than Those of September

Comforter Coverings for 25c a yard

New Beads for Every Use

A large assortment of new beads, both iridescent and plain. Steel beads in all sizes and crystal beads to use on yarn bags.

Artneedlework—Second Floor

Cotton Batting (72x90) \$1.25

Toiletries

Three pound bats of pure white cotton in full comforter size, Thursday for \$1.25.

As the Petals Talcum Thursday for 19c Mum for 19c.

The Omaha Bee

5 O'CLOCK EDITION

Carries the World's Up-to-the Minute Telegraph News as well as Late Day News of Doings in and about Omaha.

Serve Yourself With the Very Latest News Every Night in the

5 o'Clock Omaha Bee

The Last Ten Days of our between-season sale

NEW LOW PRICES

Suit and Extra Trousers \$45—\$55—\$65 and Upwards

The Very Choicest of Our Spring and Summer Woolens.

Beautiful, Conservative, Medium-Weight Fabrics Suitable for Year 'Round Wear.

Fall and Winter Fabrics for those who wish to anticipate their future requirements at these Remarkable Prices.

Our Entire Stock in This Offer

New low prices have been placed on hundreds of beautiful patterns in order to strengthen our lower lines and balance our prices for this sale.

Overcoats and Evening Clothes at Advantageous Prices

NICOLL The Tailor WM JERREMS' SONS

209-211 South 15th Street Karbach Block

She was a small, slight thing in shabby black—and she tried to refuse his offer of help.

The House That Stood Back

By C. C. Andrews

Blue Ribbon Fiction

Fascinating BLUE RIBBON fiction in

Next Sunday's Bee