

SHIP CAPTAIN TELLS GRAPHIC WRECK STORY

Declares Dirigible Was Sailing Smoothly When Suddenly Awful Crash Came.

ONE AMERICAN IS SAVED

HOWDEN, England, Aug. 23.—"The ship's back is broken. We are afire and falling. We are.

This was the last message sent out by the ZR-2 whose wireless officer, Lieut. V. H. Wicks, remained gallantly at his post to the last moment, communicating with the air-drome here.

Although facing certain death, Lieutenant Wicks stuck to his post, it was believed here, from the fact that his message was broken in the middle.

HULL, England, Aug. 23.—The most graphic stories of the greatest disaster in the history of the air when the ZR-2, world's largest dirigible, exploded, burst in two and fell flaming into the River Humber, carrying sixteen Americans and twenty-seven British to their deaths, were told today by Flight Lieut. A. H. Wann, commander of the airship and Norman O. Walker, the only American saved.

"The whole thing happened in five seconds," Flight Lieutenant Wann, lying in Hull hospital, said.

"My ship was running beautifully at sixty knots as we were swinging over the city of Hull. Our tanks were nearly finished. We hoped to be down soon.

"I had just signalled that the speed be reduced to fifty knots when suddenly I heard a terrific crack. I believe that several girders must have broken. The ship buckled and the explosion followed." *Wicks Knew*

THE CAUSE.

"The cause of the explosion will probably never be known," the commander said.

"I was in sole control of the ZR-2 when the disaster occurred," Lieutenant Wicks announced. "I felt the forward car, from which I was commanding the ship, falling swiftly through the air immediately after the loud crack amidships.

"Then it rose sharply at a high angle. I pulled the water ballast for the purpose of leveling the keel.

"Suddenly there was a terrific explosion which I felt and heard in the forward car. I think many men were killed during the blast, for they would have been inside the envelope amidships.

"Some of the crew and officers jumped when the ship caught fire. I remained on board until we were close to the water. Then I jumped, but was caught in the wreckage and pinned down for fifteen minutes. The flaming pieces of the ZR-2 fell on me, and I was buried about the head and face. I lost consciousness and when I woke up I was in the hospital."

Norman O. Walker of Commerce, Texas, the only American saved, told the United Press today:

"No one will ever have a clear idea of just what happened. I was tail of the ZR-2. When the explosion shook the ship and she broke in two our half tail downward.

"The three of us hung on and we floated down towards mid river almost like a big bird settling on the water. It seems as like having a parachute.

JUMPED INTO RIVER HUMBER.

"I looked down and saw the water rushing up at us and when we were at about thirty feet from the surface, we got out. I thought I would never come up, but when I did, there were tugs and boats already speeding to rescue work. The airship could scarcely have been in the water thirty seconds before they were on the job.

"I feel fine, personally. I smoked a cigarette immediately after they pulled me out."

The survivors were gathered on the river front at dawn, watching the search for bodies of the victims.

The ZR-2 was now invisible, both halves being completely covered by the tide. Preliminary work of salvage was under way.

A graphic eye-witness story of the disaster was given by David Phinney, who photographed the debris immediately after the explosion and crash.

"I was standing at the quay-side," Phinney said. "The airship had just emerged from behind some fleecy clouds and was outlined against the clear blue sky."

"What a beautiful thing," I remarked to a bystander, without taking my eyes from the speeding envelope, far overhead.

Suddenly a wrinkle appeared about the middle of the airship's back, like a frown in a forehead.

"It deepened and others followed and for two or three seconds they grew more pronounced. All of sudden the whole structure lurched and sagged in the middle like an egg shell."

BROKEN OVER BASIN.

"Her nose and stern went up in the air, while a great split appeared in the bottom. She was like some huge, elongated egg shell cracked over a basin with each end upturned for the yolk to fall out."

"And from that gaping crack did come two great clouds of debris, blankets and bits of wood and steel, while we who were watching were petrified with horror."

"Then two terrific explosions rent the airship still further. Fragments of the framework, men and all the details of the interior mechanism of the great ship fell in a terrible shower. Out through the great gap in the hull they shot, turning and twisting in the air, striking the water with terrific force."

"Many of them which fell were flaming. Some may have been human bodies. It was hard to watch everything."

"Then the airship split in halves, separating, each half drifting, hanging nose upward, while I could see the gaping black interior, still spilling men and bodies."

"The two parts hung drifting for another instant and then the nose end burst into pink flames. It was wrapped in a sheath of fire in a moment's time and the flames were communicated to the hull, though that was some distance away."

"A terrible crash as the petrol tanks hit the water and exploded added to the horror of the scene and the surface of the Humber was covered with a fume laden liquid which instantly took fire. The whole river at that point was a blaze of sorrow over all England."

COMMANDER SAYS DRIVERS BROKE.

"The accident happened with terrific suddenness," said Lieutenant Wann. "Suddenly there was a violent crack. I think several of the girders must have broken. Then came the explosion. The whole thing happened in five seconds."

"There was no sign of anything being wrong with the ship as she was over Hull. I had sole control of the ship."

"It all happened very quickly, but from what I saw and heard I think one of the girders in the fore part of the framework must have gone first. The petrol tank was evidently penetrated by the wrecked girders and exploded. Fire broke out at once, enveloping the gas bag and sending the airship to the ground."

"The members of the county council have expressed themselves as being op-

Navy Still Has Faith in Type of Dirigible

Special to Indiana Daily Times and Philadelphia Public Ledger.

WASHINGTON, Aug. 23.—In the absence of detailed information on the explosion which wrecked the dirigible ZR-2 at Hull, England, Navy officials, including Secretary Denby and Admiral Moffett, chief of the Bureau of Aeronautics, declined to speculate on the cause of the accident. Both officers indicated definitely, however, that spectacular destruction of the big airship had not shaken their faith in the type as an important and necessary arm of naval warfare. The disaster, it was stated, authoritatively, will not cause abandonment of the ZR-1, sister ship of the ZR-2, now partially completed at the Navy hangar at Lakehurst, N. J. Construction of ZR-1 will continue, Admiral Moffett said, with the hope of completion in July of next year. It is even possible, he said, that it will be asked to appropriate \$1,000,000 needed to finish the ZR-1, which was struck from the general Navy appropriation bill. Funds for naval aircraft development are in hand, however, to continue the construction of the ZR-1, but at a slower rate than desired by the department.

The Navy Department announced that it had been decided not to allow an American crew of experts into the explosion of the ZR-2, but that as the ship was under British jurisdiction, it would be left to the British officials to make an investigation.

A court of inquiry will be held over the dead Americans, however, in accordance with naval customs, to establish how they met death and that they died in line of duty.

The confidence the Navy imposes in the practicability of the giant rigid type of airship apparently is due to the progress which has been made in this country in the development of a noninflammable gas which is efficient as hydrogen in lifting power. Helium thus far has been found only in the United States, which gives this country an advantage in the handling of the dirigible. The highly inflammable character of hydrogen coupled with the fact the British were forced to use this element to lift their dirigibles is one of the reasons ascribed for the recent decision of the British air ministry to build no more aircraft of the rigid type.

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Picture of the House Three Hours After Father Brought Little Pansy Pest a Box of Paints

By DON HEROLD



SHOULD TEACH CHILD RIGHT FOR SAKE OF RIGHT

Judge Condones Scaring of Behavior Into Children.

Making a plea that the child should be taught to obey law and order because it is the decent thing to do instead of warning him a policeman or the reform officer will get him if he doesn't behave, Judge Arthur Robinson of Superior Court, Room 4, addressed the teachers attending the annual institute of Marion County teachers at the courthouse today.

Judge Robinson advocated the theory that the child should be taught in both the home and the school that he should be "decent" because it is the right thing to do.

The speaker pointed out the fact that many boys and girls during the Boston (Mass.) police strike committed acts of pilferage and the like just because the "policeman was off his beat."

"Train the child to be decent because it is the right thing to do and do not hold up to him that if he goes wrong the policeman will get him," said Judge Robinson.

"Teach the child the advantages of right living and in that way both the home and the school will aid in eliminating so-called crime waves."

"Train the child to realize the advantages of doing the right thing in his early years in the home, then the task of the teacher when he gets to school will be to strengthen what has been taught when the child gets out into the world."

Prosecutor William Evans addressed the teachers this afternoon. The assembly will close Friday.

REPORTS SHOW THIEVES TAKE ONE 'NIGHT OFF'

Two Hold-ups, One Burglary and One Attempt Make Light Showing.

Thieves in the city apparently took a "night off" last night as only two hold-ups and one burglary were reported to the police.

At 10:30 p.m. 209 Ringgold street, was crossing the Belt Railroad at Ringgold street, early today when three men ordered him to throw up his hands. He told police two of the men "covered" him with revolvers and the third searched him. The bandit took a billfold containing \$26. Mr. Thompson said. When the police arrived, no trace of the hold-ups could be found.

These papers also revealed that the alleged burglar avowed he had used the services of such prominent men as Henry Ford and H. J. Firestone, multi-millionaire automobile manufacturers, in several of their alleged "wildcat" schemes.

With recovery of the bandit's billfold, Federal agents now hold \$22,000 worth of bonds, including \$9,000 worth recovered in Chicago. The agent said the billfold had been found among the personal papers of French, who had been a prominent citizen of Milwaukee along with \$31,000 in bonds.

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Two negroes, armed with revolvers, early today jumped on the running board of a machine driven by John J. Logsdon, 909 Cherry street, ordered him to stop the car and stand up when he was shot with revolvers and the third searched him. The negroes took a billfold containing \$26. Mr. Thompson said. When the police arrived, no trace of the hold-ups could be found.

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