



The Indianapolis Times

Increasing cloudiness tonight, followed by showers Wednesday; warmer tonight; colder Wednesday night.

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AKRON WRECKED IN STORM; PLUNGES FLAMING INTO SEA

REPEAL WINS BY LANDSLIDE IN MICHIGAN

Huge Majority Is Rolled Up
by Wets in Wolverine
State Ballot.

DETROIT VOTES 10 TO 1

75 of 100 Districts Favor
End of Prohibition;
Others Close.

By United Press

DETROIT, April 4.—Michigan led the nation today in voting to ratify the repeal of the eighteenth amendment.

Swing to victory by an overwhelming popular vote, wet candidates to the constitutional convention defeated their dry opponents in at least 75 of the 100 districts in the state.

Candidates pledged to reject the repeal amendments held definite leads in only three districts. The other districts remained in doubt, with the vote too close to determine the winning candidates.

The convention will be held in Lansing April 15, to record formally the decision of the voters. Thirty-five other states must follow Michigan's example to erase the prohibition amendment from the Constitution.

Defeat Is Rout

Michigan was one of the first states to ratify the prohibition amendment. The state voted 353,000 to 284,000 for the eighteenth amendment in 1916.

While the prohibition forces were soundly beaten for seats at the convention, their defeat in the popular vote was even more conclusive.

Returns from 2,290 of the state's 3,417 precincts were:

For repeal, 598,290; against repeal, 169,641.

Populous centers, without exception, gave the wets tremendous majorities, ranging from 2½ to 1 in Grand Rapids to 20 to 1 in Hamtramck.

BIG VICTORY IN DETROIT

The Detroit metropolitan area, sending twenty-one delegates to the convention, voted almost 10 to 1 for repeal. In a number of wards, the vote was almost unanimous.

Saginaw reported a 6 to 1 vote against prohibition; Jackson 3½ to 1; Kalamazoo, 19 to 1; Flint, 3 to 1; Battle Creek, 2 to 1; Pontiac, 3 to 1; Bay City, 6 to 1, and Benton Harbor, 4 to 1.

With the general outstate vote averaging 3 to 1, a few smaller towns and communities followed the cities in recording even larger majorities for ratification. One community, Eden township, near Muskegon, cast all of its votes for repeal.

Across the straits of Mackinac, the upper peninsula also recorded a solid victory for the wet forces.

VOTE TODAY IN WISCONSIN

By United Press

WISCONSIN, April 4.—Wisconsin, traditional home of beer, voted today on delegates to the state convention on repeal of the eighteenth amendment, with drys conceding they had virtually no chance to win.

The convention will be held in Madison, April 25.

The Rev. Warren Jones, Madison, state superintendent of the Anti-Saloon League, conceded victory to repealists before balloting began. In a formal statement, he predicted that "most or perhaps all the repeal delegates will win."

Fifteen delegates will be selected, all at large and with no regard for political affiliations. Each delegate was committed either for or against repeal, and a like number was indorsed by both dry and wet factions.

On the basis of previous balloting, Wisconsin definitely is wet. It was one of the first states to repeal its own prohibition law, voting four years ago 350,337 for repeal to 196,402 against.

Today's election was in connection with balloting on numerous state and local positions, including a state supreme courtship.

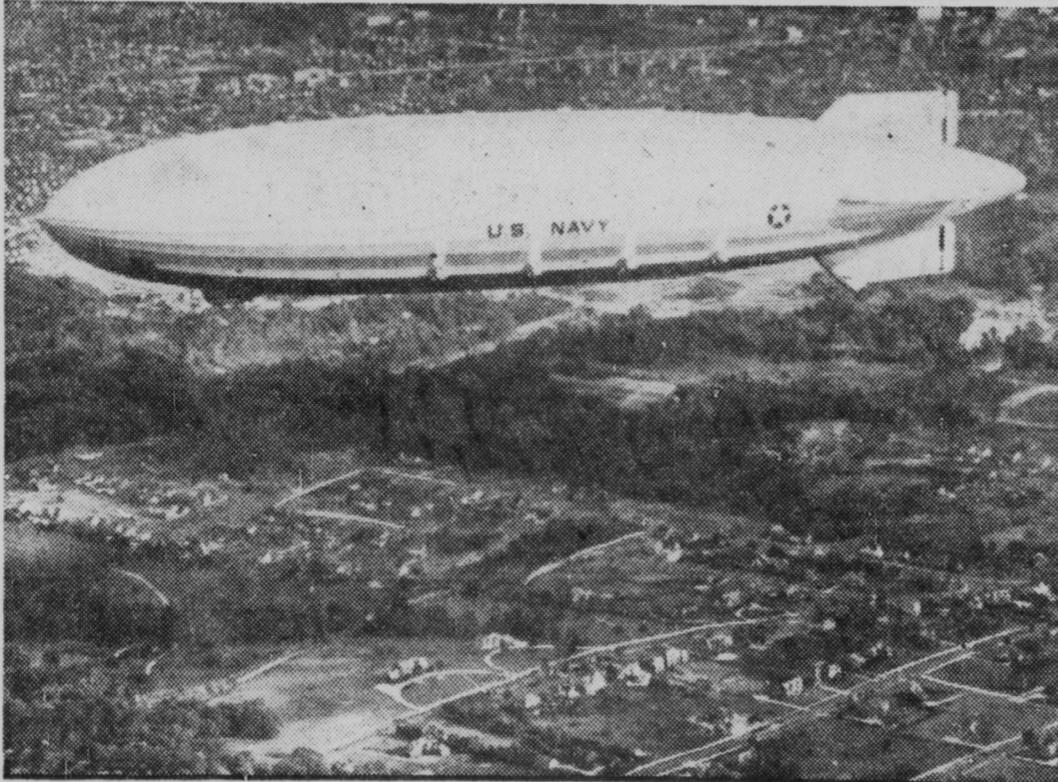
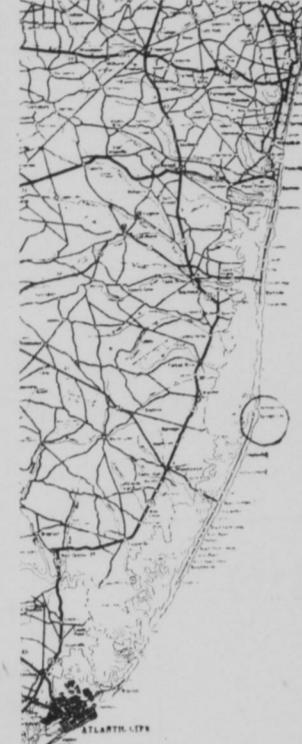
Akron Figures

By United Press

NEW YORK, April 4.—Statistics of the dirigible Akron:

- Gas Volume—6,500 cubic feet.
- Length—785 feet.
- Maximum Diameter—1329 feet.
- Height, Over All—146.5 feet.
- Maximum Speed—83.8 miles an hour.
- Cruising Range Without Refueling—10,586 miles.
- Gross Lift—182,000 pounds.
- Number of Engines—8.
- Total Horsepower—4,480.
- Cost—\$375,000.

Air Giant Crashes Off Jersey Coast



The Akron, pride of United States navy, and scene of disaster. The crash occurred 20 miles off Barnegat, marked on map.

DISASTER PROBE IS CONSIDERED

Rep. McClintic Prepares to Ask for Inquiry Into Akron Crash.

By United Press

WASHINGTON, April 4.—Assistant Navy Secretary Henry L. Roosevelt, under orders from President Roosevelt, left this morning by motor for Lakehurst to aid in investigating the Akron crash and to aid in searching activities.

Representative McClintic (Dem., Okla.), said he had under consideration a resolution of inquiry into the disaster. McClintic was chairman of the congressional committee which investigated the Akron last year. The report at that time was a vindication of methods used in constructing the dirigible.

McClintic was keeping in touch with the situation. The navy department also was keeping in communication with Admiral Moffett's wife, herself an aviation enthusiast, who waited by a telephone at her home for the latest information from the north.

Scenes of the navy department changed during the morning from intense excitement to an orderly, determined effort to discover what had happened to the Akron and to aid possible survivors in every way possible.

Sleepy officers, some of them still working, get their collars and ties in place, reported early at the department. Soon they were organized into an efficient group, mustering every resource at their command.

The father-in-law of Commander F. C. McCord, captain of the (Turn to Page Four)

77 Aboard Ship of Doom

By United Press

LAKEHURST, N. J., April 4.—The following roster of the men aboard the Akron was given out today at the naval air station at Lakehurst, N. J.

Herschel L. Moreen, New Albany, Ind.

Hilbert M. Graves, Trenton, N. J.

Victor C. L. Anderson, Norwood, Mass.

August C. Querineheim, Kane, Pa.

Fridolf R. Magnuson, no address.

Robert Wind, Union Hill, N. J.

Harold Lamkin, Egg Harbor, N. J.

John B. Barnard, Lakehurst, N. J.

Ralph Stein, Belmar, N. J.

Robert Erwin, Monaca, Pa.

Wilton Austin, Trenton, N. J.

Moodie Erwin, Memphis, Tenn.

Edward Hennessy, Pensacola, Fla.

Henry Boswell, Wachapreague, Va.

Lewis Hulting, Lakehurst, N. J.

John Weeks, North Plainfield, N. J.

Henry Ballard, Gordon, Ala.

Joseph K. Zikus, Stamford, Conn.

Leonard Rader, Clintonville, Wis.

William Lapham, Toms River, N. J.

Rufus Johnson, Lakehurst, N. J.

William Russell, Beachwood, N. J.

John Swidersky, Akron, O.

Elmer Fink, Lakehurst, N. J.

Benjamin McClellan, Asbury Park, N. J.

Lawrence Fahey, Laurel Hill, Long Island.

Lawrence Duncan, Blackwell, Okla.

Fred Cooper, Lakehurst, N. J.

Gerald Tomes, Milroy, Ind.

Lucius Rutan, Lakehurst, N. J.

Benjamin Thigpen, Greensboro, N. C.

Arthur Wellington, Waltham, Mass.

Donald Lipke, Wisconsin Rapids, Wis.

John J. Rytell, Glens Falls, N. Y.

Stanley L. Crid, Parkersburg, W. Va.

Lewis C. Walck, Lakehurst, N. J.

Joseph Zanetti, Ballston Lake, N. Y.

Joseph Shevlowitz, Brooklyn, N. Y.

Peter Boelsen, South Toms River, N. J.

Hourly Temperatures

6 a. m.... 34 10 a. m.... 46

7 a. m.... 35 11 a. m.... 47

8 a. m.... 40 12 (noon).... 50

9 a. m.... 45 1 p. m.... 53

VIVID STORY OF CRASH RELATED

Futile Battle Waged by
Doomed Craft Against
Violent Storm.

By United Press

ST. NAZARE, France, April 4.—The French naval dirigible E-9 crashed and was destroyed at the village of Duermande while on a trial flight from the Rochefort naval base today. Two of the crew of twelve were injured. The dirigible was valued at 4,000,000 francs.

The Akron, brillianty illuminated by a mighty flash of lightning, plunged downward to destruction through a storm that ripped her envelope and hurled her against the waves off New Jersey with such force that she crumpled under the impact.

The meager, but vivid details of the disaster which cost perhaps seventy-four lives was relayed from the stormy waters off Barnegat light by ships which searched for bodies and picked up the three living survivors.

The Akron was flying at an altitude of more than 14,000 feet when the storm began gathering about midnight.

Lieutenant Commander H. V. Wiley was on duty when the Akron began to run into the worst part of the storm. He changed his course as the wind and lightning became more severe.

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Lieutenant Commander H. V. Wiley

Admiration for Admiral Moffett among the enlisted men and officers

and the navy's bureau of aeronautics and one of the missing men aboard the Akron.

Moffett was a man's man.

What do you hear about him?

It's tough. The navy can't afford to lose him, runs the praise of the gobs at the recruiting station.

In the North Oakland avenue home, J. R. Cecil stays near the telephone for word of his brother, Commander Henry B. Cecil, who went aboard the Akron with Admiral Moffett for the cruise.

"Call me if you get any word. He visited me last summer. His wife lives in Washington, D. C. They have no children," the brother says.

At the recruiting station, while

the gobs and petty officers worry

and wonder about Moffett and the crew, their commander, Lieutenant R. J. Townsend, is creased by the death plunge of the blimp with wondering "how Calinan is."

Lieutenant Townsend and Lieutenant G. C. Calinan, one of the Akron's officers, were buddies at the United States Naval Academy. They were in the graduating class of 1919.

"One of the kind you could talk to, man to man."

"He was a strict disciplinarian,

but if you did your bit that was all he asked. The Chester was one

of the cruisers that opened fire on Vera Cruz," Jackson explained.

Steeg, while racing his Sea Gull

at an outboard regatta at Miami, Fla., thirty days ago, saw the Akron moored at a Miami air-

port.

Tomes is the son of Mr. and

Mrs. William Tomes. The par-

ents live at Milroy, south of

Rushville. Tomes is '23. He

joined the navy two years ago.

77 MEN ABOARD GIANT CRAFT; TWO DEAD; THREE SAVED; OTHERS MISSING

Rear Admiral W. A. Moffett One of Victims; F. C. McCord of Vincennes, in Command of Doomed Ship, Struck Down Off Coast of New Jersey.

DISASTROUS CRASH IS LAID TO LIGHTNING

Great Fleet of Vessels and Planes Searches Wide Area of Ocean for Trace of Wreckage and Survivors; German Tanker First on Scene as Rescuer.

BY ROSS DOWNING
United Press Staff Correspondent

ATLANTIC CITY, April 4.—The world's biggest airship, U. S. S. Akron, crashed in flames in stormy darkness off the New Jersey coast early today, hurling into the water her officers and crew of seventy-seven men, of whom seventy-four are dead or still missing.

The mighty aircraft—apparently a victim of lightning and a swift thunderstorm—caught fire as it fell to the water.

A few hours after the Akron crashed, a gray fleet of steel-clad warships and powerful airplanes circled slowly through dense fog from Barnegat Beach to Atlantic City, searching for survivors.

They found four men who lived through the collapse of the huge framework and envelope of the craft in which Rear Admiral William A. Moffet had been a distinguished passenger on a projected New England cruise.

One of the four picked up by the first vessel to flash word of the disaster—the German tanker Phoebe—was Chief Radio Man Robert W. Copeland, who had survived the crash of the U. S. S. Shenandoah in 1925. He died on the Phoebe.