The Hindenburg sinks into a flaming inferno after explosion which cost 36 lives at Lakehurst, N. J.

ZEP CRASH KILLS 36 AT LAKEHURST

20 Passengers, 44 of Crew Survive As Hindenburg Explodes.

THIRTY-SIX persons were killed and many injured as a series of explosions shattered and burned the German dirigible air liner Hindenburg when she attempted to moor at Lakehurst, N. J., at the end of her first trans-Atlantic crossing of the season. The catastrophe began with an explosion of the highly inflammable hydrogen gas with which the ship was filled, in one of the rear gas cells.

There were 97 on board. Forty-four of the crew of 61 escaped with their lives and 20 of the 36 passengers survived. One member of the ground crew died of injuries received as he was trying to aid in bringing the great silver liner to earth.

The morning after the disaster smoke was still curling from the mangled skeleton of what had once been the world's largest flying vessel. There were still a few bodies unidentified or unaccounted for.

In a section of the crew's quarters in the hangar which had hastily been transformed into a morgue, a small group of men and women filed past the charred remains of 26 of the victims in an attempt to identify them. Other detachments of sailors guarded all approaches to the wreck of the airship and all information was refused.

Inquiries Under Way.

Three inquiries into the tragedy were to get under way, Secretary of Commerce Daniel C. Roper was expected to be on hand to take charge of an investigation by the bureau of air commerce. Rear Admiral A. B. Cook, chief of the bureau of aeronautics of the United States navy, arrived to head a separate naval inquiry. Hans Luther, German ambassador to the United States, flew in and immediately went into conference with officials of the American Zeppelin company.

All this official activity, however, attracted little notice, for the mind of everyone is still concerned with the horror of the tragedy and in the ears of those who witnessed it still echo the screams of the victims as men were blown through the heavy glass window of the ship's observation room.

What caused the explosion probably never will be known to a certainty. And as to exactly what happened—the beginning and the end of the event were so closely merged together that even here the versions vary.

Even Capt. Ernst Lehmann, veteran of ten successful round trips on the ill-fated Hindenburg, could only mumble, as he fell into the arms of an American friend:

"I don't understand . . . I don't understand."

The following, however, is the story as related by E. W. Kirkpatrick, one of the ground crew who was standing directly beneath the huge silver bag when it burst into flames.

Describes Liner's Arrival.

The Zeppelin was scheduled to have been moored at 6 p. m. There were several hundred persons on the edge of the large landing field waiting to cheer the successful end of her first trip across the Atlantic this year. Among them were several holding tickets for the return journey, for after a quick refueling and inspection the Hindenburg was to have started back at midnight.

It was first seen over the field at 4:12 p. m. (eastern daylight time) after making its customary cruise over New York. There was some electrical disturbance and a steady rain was falling. The lightning, however, was not considered by those on the ground as sufficient to be dangerous. Nevertheless the Hindenburg circled around the field and disappeared. More than an hour later its engines were again heard, but the ship itself was out of sight because of the rain. It did not appear again until about five minutes after seven, flying low and passing to the northwest. Just at this time, it was explained, there was a shift of the wind from the south-southwest to southeast, which made it necessary for the Zeppelin to come down to the field from the northwest. After maneuvering for 15 minutes it swung low over the field at an altitude of from 150 to 200 feet and at 7:20 the mooring lines were dropped over the side.

Two hundred men of the ground crew rushed in to grab the lines and start the 100-yard pull to the mooring mast. It was not two minutes later that there came an explosion from the stern of the ship, followed almost instantly by another, and another, forward.

Almost immediately, several witnesses declared, a blinding sheet of flame enveloped the entire ship.

Confused Nightmare.

So quickly did it happen that the covering was entirely burned off and the bare skeleton of the ship's duraluminum ribs was visible behind the sputtering flame and smoke before it touched the ground.

What happened next is just a confused nightmare to those who watched it. Miraculous though it seems, those who were literally blown from the ship can thank the force of the explosion for saving their lives. The ship by that time was not far from the ground.

There was a rush toward the scene then, as though everyone was drawn by an invisible magnet. Men from the quartermaster corps who had been standing by ran for a ship. Three trucks, a four-seater airline bus and several private cars were driven quickly across the field.

Men jumped to the ground, tearing their way through the bursting flames, and were dragged to safety.

The heat from the flaming ship was so intense, however, that rescue work was prevented for several minutes.

All those minutes are nothing but the reaction of confused impression by those who were there. And probably scores of acts of heroism will go unrecorded and unpraised—both on the part of rescuers on the ground and of the passengers.

Rosendahl Acts Quickly.

This chaos, however, did not last long. Comdr. C. E. Rosendahl, in charge of the naval airport, was standing beneath the spreading stations of the mooring mast. It did not take long for him to galvanize into action. A cordon of men was thrown around the burning mass to keep back the crowd. Other men were dispatched to rush through calls for nurses and doctors and ambulances from surrounding towns and villages. Meanwhile the injured were rushed to the emergency hospital on the field and given first aid for their burns.

"I was standing directly beneath the ship when the first explosion came," Kirkpatrick said. "All of us in the ground crew were reaching for the ropes and were ready to haul her across the field. With that first explosion—it was like a huge puff of igniting gas that sometimes happens when you open a furnace door—we all ran back. From there I turned and saw the fire leap out. Another explosion came further forward. By that time the whole ship was in flames. It didn't come to the ground with a crash, though. It just seemed to sink down easily, like a floating fire balloon on the Fourth of July. I don't even remember hearing any crash even when it hit, though I suppose there was one."

Mrs. Margaret Unger of Maywood, N. J., was one of those waiting to make the return voyage on the Hindenburg.

"It was the most horrible thing I ever saw in my life," she said, still white and trembling from her experience. "I wanted to look away but I couldn't. I didn't hear any explosion because I was too far away. But I saw the ship start to sink, and then a huge burst of flames. It seemed to sweep over the airship all at once, and I saw three, maybe more, exploded out of the windows."

Ship Out of Control.

Ames Camp of Lakewood, N. J., another witness, said the ship "appeared to yaw as she dropped her mooring lines. It swung almost a full half circle and seemed to be extremely hard to manage.

"Then came the flash and I didn't wait to see any more. I ran toward the ship with the rest of them."

Although the Zeppelin continued to burn for several hours and was still smouldering at daylight, it took only a matter of seconds to render it a skeleton of wreckage.

Late arrivals among the army of newspaper men, photographers and radio men found the roads blocked with cars and had to race back to Newark and return by plane.

Search for bodies of the victims continued by the light of the huge navy field floodlights. Work was later postponed until daylight, partly because the metal embers were still too hot to allow the searchers to make any progress.

Speculate on Cause.

There was much speculation as to what caused the explosion. Naval experts offered a possible explanation that it might have been caused by the grounding lines, causing a spark which ignited "free gas."

F. W. Von Meister, vice president of the American Zeppelin company, offered two theories—the first that it had been caused by an electric current induced by static; the second that the gas was set off by sparks from the exhaust when the engine was throttled down for a landing. This he said, seemed plausible, as the ship was valving gas gently as she came on the field, tossing over ballast to reduce her altitude.

"Ordinarily," he said, "she would have been expected to be perfectly safe the moment she dropped her lines."

Report by Rosendahl.

Commander Rosendahl forwarded a complete report both to the commandant of the fourth naval district in Philadelphia, his immediate superior, and to headquarters of the Navy department in Washington.

His explanation of what happened tallied in the main with that of unofficial witnesses. According to his report, however, it was four minutes after the giant ship had made contact with the ground that the flames burst out.

"Four minutes later," he states, "fire broke out aft, working progressively forward. The ship settled to the ground tail first and was completely on fire by the time the ground was reached. The fire burned for several hours and was finally extinguished by chemicals.

"Out of 97 on board, 64 escaped alive, including 44 of the crew of 61 and 20 of the 36 passengers. Two of the 20 passengers, however, are seriously injured. Twenty-six bodies have been recovered, of which nine are still unidentified."

Survivors

Lakehurst, N. J.—Following is a list of survivors of the Hindenburg disaster as announced by the Zeppelin company:

PASSENGERS.

Adelt, Leonard, Berlin.
Adelt, Gertrude, Berlin.
Clemens, Karl Otto, Bonn.
Doehner, Mrs. Mathielde, Mexico City.
Doehner, Walter, Mexico City.
Doehner, Werner, Mexico City.
Ernest, Elsa, Hamburg.
Ernst, Otto, Hamburg.
Grant, George, Gondon.
Hirschfeld, George W., Bremen.
Von Hiedenstamm, Rolf, Stockholm.
Hinkelbein, Claus, Schwaelich Hall.
Kleemann, Maria, Hamburg.
Knoecher, Erich, Zuelenroda.
Lauchtenberg, William.
Mangone, Philip Mather, and Margaret G.
Morris, Nelson.
Osbun, Clifford.
O'Laughlin, Herbert James.
Spaeh, Joseph.
Stockle, Emil, Frankfort.
Witt, Hans Hugo, Barth.
Vinholt, Haines, Copenhagen.

MEMBERS OF CREW.

Balla.	Leibrecht.
Bauer, Heinrich.	Lenz.
Bauer, Kurt.	Maier, Xavier.
Bentell.	Nielsen.
Boetius.	Nunnenmacher.
Bernhard.	Pruss, Capt. Max
Deed.	Ritter.
Deutschle.	Ruediger, Dr.
Doerflein.	Sammt.
Dowe.	Sauter.
Fischer.	Schaeuble.
Franz.	Schweikard.
Freund.	Schaedler.
Grossinger.	Schoenher.
Henneberg.	Speck.
Herzog.	Staab.
Klein.	Stoeffler.
Kollmer.	Whttemann.
Kubis.	abel.
Lau.	Zegler.
Lehmann, Capt.	Zettel.
Ernst.	

King George VI.

Queen Elizabeth.

5,000,000 Line London Streets to View Coronation Procession

London, England.—(Special)—A full day of mortal toil for the principals concerned, and a day and night of heroic vigil for thousands of spectators were required before George VI and Elizabeth, his queen, returned to Buckingham palace, full-fledged ruler and consort of Britain by virtue of one of the most splendid and spectacular coronations the world has ever seen.

Five million persons, it was estimated, lined the processional route, over which the King and Queen in the ancient coronation coach rolled solemnly the six and one-half miles from the palace to Westminster abbey in mid-morning and back again in the early evening.

The solemnity of the occasion was observed by the crowd, even by the 300,000, mostly non-Britons, who had come from across the seas to witness it. But the cheers were hale and hearty and the attitude was one of celebration as the roar of the guns in the historic Tower of London split the air of the spring afternoon. It was the signal that George VI had worn upon his head for the first time the Crown of St. Edward, or Crown of England, and called for the cry from 5,000,000 throats as one, "God Save the King!"

Heir presumptive to the most important throne on earth is charming, ten-year-old Princess Elizabeth.

Hotels Sold Out.

This was probably the most important point in the entire coronation ceremony, which was heavily religious throughout and extremely burdensome to the principals as well as to the 9,000 peers and their ladies who gathered in old Westminster abbey to do homage to their king and to display for one day jewels and trappings the cost of which ran far into the millions.

It was the climax of the occasion for which souvenir manufacturers had been planning for many months; for which every hotel and boarding house room in London and its environs was sold out; for which apartments rented up to $3,000 for a single day; for which the government had spent $2,600,000, with a prospect of getting back perhaps $400,000 from the sale of seats along the processional route at $2 to $250 a head.

Souvenir manufacturers, distracted at first over the abdication of King Edward VIII—for they had struck his likeness off on millions of medals, spoons, plates and other articles—later became jubilant. For the souvenir collectors were so anxious to obtain the mistaken souvenirs that the latter sold at a premium.

That the sentiment for the crown, which is the chief bond holding the Empire together, lives healthy and strong was apparent from the thousands who, not being able to afford reserved seats, took their stand along the curbs long before the setting of the sun on May 11. All night they had to stick to their watch and all the next day. Yet they did not even see the coronation ceremony itself. They witnessed only the procession as it passed up the Mall.

Queen Precedes King.

The ceremony at the abbey was only for the peerage, the persons of royal blood and the king's representatives. With the clergy, they were waiting at the west door of the handsome Gothic edifice, taking their places inside as the approach of the coronation coach, an ornate vehicle made for Queen Anne in 1761, was noted. Once inside they were doomed to sit for seven hours in their heavy trappings of crimson or purple velvet and ermine, never moving from the 19-inch seat spaces allotted them until the end of the day, after the King and Queen had departed.

When the coach pulled up, Queen Elizabeth proceeded ahead to the recognition chairs, there to await her lord. When King George entered, to the sound of anthems and prayers, he was introduced to the four sides of the assemblage by the archbishop of Canterbury, who assumed the mastery of the ceremonies from that point on.

It was the archbishop who, a few minutes later, was to ask the king: "Sir, is your Majesty willing to take the oath?" The king answered, according to the ritual, "I am willing," and the Archbishop questioned him:

"Will you solemnly promise and swear to govern the peoples of Great Britain, Ireland, Canada, Australia, New Zealand and the Union of South Africa, of your possessions and the other territories to any of them belonging or pertaining, and of your Empire of India, according to their respective laws and customs?"

"I solemnly promise to do so," the king replied.

"Will you to your power cause law and justice, in mercy, to be executed in all your judgments?" the archbishop asked. And the king replied, "I will." He promised further to uphold the clergy and the Church of England.

King Given His Vestments.

There followed a long drawn out communion service during which the king was presented with the various jewels with which the office vests him, and was anointed upon the hands, breast and face with the holy oil. Among the jewels presented him were the staff and sceptre, with the cross and golden spurs, handed down from the time of St. Edward; the three jeweled swords signifying mercy, temporal justice and spiritual justice; the king's sceptre with the dove symbolic of mercy and equity; the sword of state; the king's gold and diamond orb, surmounted by the Christian cross; the crown of state and the imperial crown of India. The jewels used in the ceremonies are reputed to be worth at least $25,000,000.

Then as the king kneeled before the altar, the archbishop placed the Crown of St. Edward upon his head, but only for a fleeting moment for its weight is unbearable. He prayed:

"God crown you with a crown of glory and righteousness, that by the ministry of this our benediction, having a right faith and manifold fruit of good works, you may obtain the crown of an everlasting kingdom by the gift of him whose kingdom endureth forever."

The choir sang:

"Be strong and play the man; keep the commandments of the Lord thy God, and walk in His ways."

Solemn, thought-provoking advice for the man who must wear the crown of one of the most important nations on earth in times when the seething caldron of the world's hate threatens hourly to boil over.

Household Questions

Soaking Salt Fish—When soaking salt fish add a small glass of vinegar to the soaking water and it will draw out more of the salt.

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Tomato and Lima Bean Casserole—Drain the liquid from a No. 2 can of green baby lima beans and combine the beans with a can of tomatoes. Add a little butter and seasoning, then mix. Place in buttered casserole. Cover.

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Outer Leaves of Lettuce—The outer leaves of lettuce, often trimmed off and thrown away, are more than 30 times as rich in vitamin A as the inside leaves.

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Boiled Whitefish—Clean a whitefish. To sufficient water to cover add salt and vinegar and a bunch of parsley and a quartered onion. Cook until the flesh separates easily from the bones. Drain and place on a hot platter, garnished with parsley and serve with a sauce.

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Removing Mustard Stains — Mustard stains can be removed from table linen by washing in hot water an dsoap and rinsing in warm water.

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Beef Juice—To make beef juice add 1 pound of fresh, raw, finely chopped round steak without fat to 6 ounces of cold water. Add a pinch of salt, put the beef and water in a glass jar and stand it on ice, over night. Shake and strain it through coarse muslin, squeezing hard to obtain all the juice.

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Washing Windows—Add a little starch to the water used for washing windows. It not only helps remove the dirt, but gives a lasting polish.

WNU Service.

Foreign Words and Phrases

Pioupiou. (F.) A private soldier; the French "Tommy Atkins."

Rus in urbe. (L.) The country in town.

Sub judice. (L.) Under consideration.

Sturm und drang. (Ger.) Storm and stress.

Villegiatura. (It.) A summer vacation.

Belles-lettres. (F.) Refined literature.

Cause celebre. (F.) A court trial of wide popular interest.

Creme de la creme. (F.) The pink of perfection.

Dies infaustus. L.) An unlucky day.

Filius nullius. (L.) The son of nobody; illegitimate.

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Our Day

One today is worth two tomorrows.—Benjamin Franklin.

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