

1937

LANCASTER NEW ERA

Complete News Reports of the Associated Press, United Press and International News Service

WEATHER
Generally fair tonight and Saturday with little change in temperature. Details on page 3.

LANCASTER, PA., FRIDAY, MAY 7, 1937 CITY EDITION 28 PAGES — THREE CENTS

HINDENBURG TOLL IS 33; PROBES BEGUN

3 MEN, GIRL HURT AS AUTO CRASHES INTO TRAIN IN CITY

Hit Locomotive at Harrisburg Ave. Crossing at 4 A. M. After Leaving Club; Driver Arrested.

COLUMBIAN DIES; INJURED WEDNESDAY

Four persons were injured, one critically, when the automobile in which they were riding crashed into a freight locomotive on the Pennsylvania Railroad crossing at Harrisburg avenue, between Charlotte and Mulberry streets, at 4:15 A. M. today. John Kirchner, twenty-one, 729 East Orange street, suffered a severe concussion of the brain and a possible fractured skull. His condition was reported critical at the General Hospital.

Mary Hohn, twenty-nine, 403 East King street, who suffered a fractured right leg and internal injuries, and Ralph Keener, thirty-five, 238 West Vine street, suffering from a fractured right shoulder, possible fractured skull, lacerations of the forehead and right forearm and bruise burns of the face and hands, were also admitted to the General Hospital. Both hold little chance for recovery, hospital attendants said.

Driver Is Arrested
Albert G. Kirchner, twenty-four, 729 East Orange street, brother of John and driver of the car, was treated at the hospital for minor lacerations and bruise burns of the right hand and head. He was arrested on a charge of assault and battery by automobile brought by Policeman Snyder before Alderman Bradyscamp and is being held at police headquarters.

Police said Kirchner was driving southeast on the Harrisburg pike, while the freight locomotive was headed northeast on the crossing.

In a statement to police, Albert Kirchner said the four had left a local club about 2 A. M. to go for a ride. He said they had been driving around the county for two hours and were returning home when the accident occurred.

Kirchner told police he was speaking with his brother on the back seat when suddenly he heard some one yell and saw a lantern. He said he did not see the train in time to avoid a collision.

Police said Kirchner was driving between 35 and 40 miles an hour at the time of the crash.

Auto Demolished
C. R. Coble, 431 Cherry street, Columbia, was engineer of the train, known as No. 5891. Other members of the crew are: P. S. Hoak, west Fairview, fireman; Edward Stahl, Lancaster, B. D. S. flagman; G. E. Dank, 643 Pine street, city, conductor; and W. C. Eckner, 54 North Queen street, city, brakeman.

The city ambulance was summoned and police conveyed the victims to the hospital.

Police said the automobile was destroyed.

(See ACCIDENTS—Page 25)

AUTO HORN VIES WITH HOG CALLER

Summons 700 Porkers To Dinner On Ohio Farm

SPRINGFIELD, O., May 7.—(U. P.)—Bob Burns' hog-calling still may be tops around Van Buren, Arkansas, but the old order in porcine aria has given way to something new and loud.

Parades in these parts are marveled at the new method S. W. Rehm uses to summon his 700 hungry hogs to dinner.

Rehm drives a truck out to the hog wallow at feeding time. A few sharp blasts from the truck's horn bring the hogs on the run. Rehm then unloads the corn.

"The hogs soon learn that the blasts of an automobile horn mean dinner," Rehm said. "Not quite so spectacular as hog-calling, but a lot easier on the throat."

The Scribbler

KENNY Miller, of the P. P. and L., was a reputation as an automobile expert. He's the kind of a man who can read the firing order on the engine block and know what it means.

But when he went to get Bill Quick's car the other day he fell down. He had driven several blocks before he realized that he had the wrong machine.

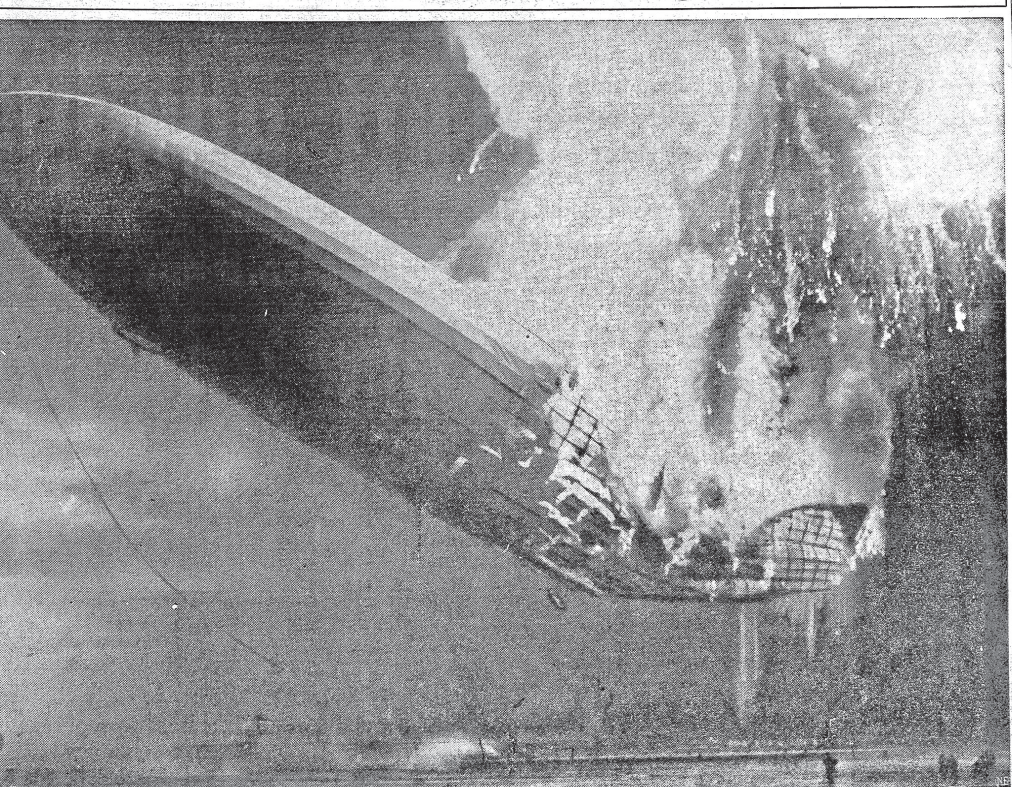
FOCKS around Safe Harbor are telling a story about Mrs. E. W. Denlinger. They say the wife of the family "can cat" to her and other night and was much surprised the next morning to find "her" had presented her with two kittens.

DONALD Brownman, Manheim, claims we've been overlooking his town lately.

Maybe nothing ever happens in Manheim.

Ouch! Who threw that Stiegel glass bottle?

Midair Blast Sets Giant Dirigible Ablaze



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(Other Pictures On Pages 14 and 38)
In a picture that defies words to describe the spectacular disaster that destroyed the dirigible Hindenburg at the U. S. naval base near Lakehurst, N. J., is recorded above. Snapped almost at the instant of the explosion that set the airship afire, it is evident how quickly the fire spread and trapped scores of the 100 persons aboard it on the first North Atlantic trip of the 1937 season. Exploding hydrogen sends up a plume of sparks and flame at the stern, while the as yet undamaged bow keeps the wreckage aloft.

STORE ROBBER IS GIVEN 'LIMIT'

Darmstaetter Thief Jailed 4 Yrs. and 11 Mos. to 10 Years.

Harry Soroka, nineteen, South Philadelphia High school graduate, pleaded guilty to charges of felonious entry and larceny in connection with a \$5,000 robbery at Darmstaetter's Photo Supply and Gift Shop, 37 North Queen street, on April 20, and was sentenced to four years and eleven months to ten years in the Eastern Penitentiary by Judge Atlee in court this morning.

The court also ordered Soroka to make restitution of goods amounting to \$3,684.11, reported stolen and not recovered by police, and imposed a fine of \$100 and costs.

District Attorney Charles W. Eady, in calling Soroka for sentence, said: "In behalf of the Commonwealth, we ask the Court to give this defendant the limit."

Judge Atlee, after imposing the penitentiary sentence, told Soroka: "That is the most I can give you."

Tells of Robbery
Captain of Police William Sullivanberger, the prosecutor, testified that on the night of April 20 Darmstaetter's store was broken into. The thieves scaled a wall in the rear of the store.

(See COURT—Page 25)

GYPSIES ARE SOUGHT IN THEFT OF \$96

Police Guard Highways, 3 Women and Man Were In Auto

Police set a dragnet this afternoon for four gypsies, three women and a man, who robbed George Cramer, seventy-eight, of Mount Nebo, of \$96 in cash, shortly after he had been followed by them.

The three gypsies women asked Mrs. Cramer for a handkerchief and when she went into the house, one of them followed her, while the other two started a conversation with Cramer.

Police said the gypsies were riding in a tan sedan bearing Ohio license tags. They were last seen headed toward Marticville. Highway Patrolmen Keller and Rees were patrolling roads in the vicinity while Corporal John Stewart, of the State Police, was guarding the river road and the intersection bridge.

SHIPPEN SCHOOL HEAD IS NAMED

Miss Eleanor Fitzpatrick, Foxcroft School, Middleburg, Va., Is New Principal

Miss Eleanor Fitzpatrick, of Germantown, present head of the Mathematics department of Foxcroft School, Middleburg, Va., has been selected as the new principal of the Shippen School, the Board of Trustees announced today.

Miss Fitzpatrick will succeed Miss Elizabeth Ross, principal of Shippen for the past ten years, whose resignation was announced early this week, and who plans to spend some time in travel and study.

Miss Fitzpatrick is a graduate of Smith College and has taught at the Holman School, Philadelphia; Miss Madara's School, Washington, D. C.; the Brearley School, New York; and the Agnes Irwin School, Philadelphia.

Regins Duties In Sept.
"As all of the schools at which Miss Fitzpatrick has taught are outstanding private schools for girls in this country."

(See SHIPPEN SCHOOL—Page 25)

PLANE FIRED UPON ONLY 2 DAYS AGO

Off Tank III As It Was Flying 45 Miles From Lakehurst

RUTHERFORD, N. J., May 7.—(U. P.)—Suggestions of sabotage in the Hindenburg disaster recalled today that only two days ago a man with an apparent mania against aircraft fired a bullet into the oil tank of a plane flying over this town—45 miles from Lakehurst.

The unidentified sniper telephoned Clinton Airport that he would shoot at any plane that passed within range of his property. Pilot George Ray managed to land his plane safely after the oil was exhausted.

4 ARE CONVICTED IN ESTATE FRAUD

Placed On Probation For 5 Years For False Claims In Baker Case

PITTSBURGH, May 7.—(A. P.)—Four persons were given suspended prison sentences and placed on probation for five years for their participation in what the government called the Jacob Baker estate mail fraud.

Albert F. Baker and his wife of Greensburg, pleaded guilty. Bee's wife, Mrs. Mary Baker Kelly Best, pleaded no defense.

All said they had not intended to violate the law in circulating fictitious claims.



Rescuers aiding a survivor who had almost every stitch of clothing burned off, and the skin of his face, legs, arms, chest and shoulders is hanging in shreds.

MRS. SIMPSON AND DUKE POSE

Hand-in-Hand and Beaming, Couple Oblige News Photographers.

MONTE, France, May 7.—(A. P.)—Dr. Hugo Eckener, designer and first commander of the giant dirigible Hindenburg which crashed in flames at Lakehurst, N. J., last night, today blamed the tragedy on possible sabotage.

"The disaster may have been due to sabotage," he stated.

"I don't want to believe it, but it is possible some fanatic was responsible for the terrible tragedy."

(See SIMPSON—Page 25)

Eckener Hints Sabotage, Bares Threatening Notes

Designer Believes "Fanatic" Possibly Caused Tragedy; Says Anonymous Letters Warned Against Landing at Lakehurst

GRAZ, Austria, May 7.—(I.N.S.)—Dr. Hugo Eckener, designer and first commander of the giant dirigible Hindenburg which crashed in flames at Lakehurst, N. J., last night, today blamed the tragedy on possible sabotage.

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(See ECKENER—Last Page)

AMERICAN AND GERMAN OFFICIALS SEEK SOURCE OF SPARK AT N. J. FIELD

Transatlantic Dirigible Carrying 97 Passengers and Crew Is Swiftly Destroyed By Fire and Explosion When Near Ground at Lakehurst.

PUFF OF FLAME SEEN NEAR STERN, THEN 800-FOOT CRAFT IS QUICKLY CONSUMED

65 Known to Have Survived; Bodies Seen Hurtling From Flaming Bag; Possibility of Sabotage to Be Investigated; Troops Guard Ruins.

LAKEHURST, N. J., May 7.—The flaming destruction of the seemingly impregnable dirigible Hindenburg brought swift action today by the American and German governments to determine the cause of the disaster.

Thirty-three persons were known dead or missing. Of the 97 passengers and members of the crew aboard when the greatest of all airships exploded, burst into flames and crashed to earth last night—just as it was lowering to the mooring mast, and only 200 feet above the ground—65 persons survived. One of those killed was a spectator, burned to death in the falling, fiery debris.

Today the ruins of the luxurious liner of the skies lay crumpled on the landing field at the Naval Air Station—a junk heap of black metal, a mass of ghastly, grisly fragments.

On the lips of everyone was the question—what caused the crash, what was the matter? Twenty times had the Hindenburg crossed the North Atlantic safely.

Eckener Hints Probable Causes

As Washington officials and Dr. Hans Luther, the German Ambassador, opened inquiries, possible causes for the explosion of the highly-inflammable hydrogen used in German zeppelins were outlined by the ship's designer and pilot on numerous voyages, Dr. Hugo Eckener.

"I should say that if this disaster was caused by sabotage," said Dr. Eckener, who was in Austria on a speaking trip, "only the firing of a burning bullet into the bags . . . could have accomplished it. That seems highly unlikely."

"From this distance and on the basis of incomplete information," Dr. Eckener set forth these possibilities: "1 . . . When the ship is lowered, some hydrogen usually is released. This free hydrogen in the air might have been sufficiently concentrated to be ignited by lightning or a spark."

"2 . . . When landing, the water ballast is released from the tanks. A stream of water, connecting with the earth, might have served as an electrical conductor to bring up a spark from the ground."

"3 . . . Someone aboard may have made a fire, a spark possibly from a cigarette lighter. I regard this also as unlikely, for the conduct of passengers and crew is watched carefully."

Smoking on the Hindenburg was allowed only in a spark-proof compartment.

Rosendahl Describes Fire
Commander Charles E. Rosendahl, commandant at the naval station, said the fire originated at or near the stern of the 800-foot ship about 7:25 P. M. (Lancaster Time).

In his report to the Navy Department, the commandant, a veteran in lighter-than-air craft service, said: "About 4 minutes after the ropes had been dropped a fire appeared in the after part of the ship and worked progressively forward. The ship settled to the ground tail first and was practically completely ablaze for her entire length by the time the ground was reached . . ."

Fred D. Page, director of the Federal Bureau of Air Commerce, on board preparing for the government's inquiry. Secretary of Commerce Daniel C. Roper appointed a board of inquiry to hold public hearings. The Secretary said the board would probably begin during the afternoon and not later than tomorrow morning.

A naval inquiry was regarded as certain, since the dirigible crashed on a Naval Reservation.

Identification Difficult
The identification of dead was difficult. The ship's manifest was destroyed in the holocaust. Zeppelin Co. (See DISASTER—Page 14)

"FLAMES SHOT THROUGH SHIP"

Witnesses Describe "Nightmare" of Hindenburg's Destruction.

LAKEHURST, N. J., May 7.—Scores of witnesses who watched the flaming hulk of the dirigible Hindenburg fall described the scene today as like a "horrible nightmare, impossible to believe but made real by the screams of trapped victims."

William Von Meister, vice-president of the Zeppelin company, and Harry A. Bruno, press agent, were standing directly under the nose of the big ship as it settled close to the ground.

"Suddenly there was a terrific explosion under the tail flippers," Bruno said. "Flames shot through the ship in a fraction of a second. I saw two passengers hurled out of the window."

"We turned and ran as fast as we could to get out from under the big ship."

(See FLAMES—Page 25)

15 CREW SURVIVORS READY TO FLY AGAIN

Hindenburg Chief Steward Recalls Count Zeppelin's Defeat.

LAKEHURST, N. J., May 7.—(I.N.S.)—"We're ready to fly again!"

Heinrich Kubes, chief steward of the Hindenburg, acting as spokesman for fifteen members of the surviving crew of the ill-fated ship, made this courageous declaration today.

"My friends and I want to let the world know we are ready to start all over again," said Kubes. "Count Zeppelin himself suffered defeat, but he kept on. As loyal Germans, we will do likewise."

THE HINDENBURG

The history of air travel would look a lot different if not for the crash of the LZ 129 Hindenburg. Among the most famous transportation disasters of the 20th century — including the sinking of the Titanic — the airship lasted only for a scant 14 months, from March 4, 1936, to May 6, 1937. Of the 97 people aboard the evening flight from Frankfurt, Germany, to Lakehurst, New Jersey, 13 passengers and 22 crew died when the Hindenburg went up in flames upon arrival. Unlike the sinking of the Titanic, however, 25 years of technological advances meant that photos, video and live radio broadcasts could be used to paint a newsreel picture of a disaster for those who weren't there to see it live. This cover of the Lancaster New Era showcases one of the many iconic photos of the Hindenburg ablaze. In the years after the calamity, the Hindenburg would remain an indelible part of pop culture. Led Zeppelin used the famous photo as the cover of the band's first album. And people can still be heard exclaiming, "Oh the humanity!" in reference to a quote from eyewitness Herbert Morrison describing the disaster.

LIFE IN THE 1930S

The Hindenburg disaster can serve as a metaphor for the decade in which it took place: In some ways, there were huge achievements, though most went up in flames. The Great Depression held an iron grip on the nation from 1929 to 1939. President Franklin D. Roosevelt sought to reinvigorate the nation with the New Deal, which introduced public works and financial reforms to offset the nation's financial woes.

Even with properly balanced checkbooks, World War II was on the horizon. Throughout the decade, Adolf Hitler would slowly rise to power overseas and lead Germany though an upheaval that would irrevocably change the modern world. In 1933, Hitler would be named Chancellor of Germany, and six years later, after having consolidated power and invaded Austria, would kick off World War II with an invasion of Poland.

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