

HINDENBURG EXPLODES

Debt Exceeds Limit Set by Mr. Roosevelt

WILLIAMS IS NEW HEAD OF PROGRESSIVES

Chosen Chairman of County Organization, Succeeding Nevin S. James—Club Goes On Record As Endorsing Strike of Woodworkers

Arthur N. Williams was unanimously chosen chairman of the Winnebago County Progressive Club at the annual organization meeting held last evening at the Hotel Raulf. He succeeds Nevin S. James, who, because of illness, was not a candidate for reelection. About 50 attended.

Other officers chosen were: Secretary, James Hart and treasurer, Mayhew Mott. Mr. Williams and Mr. Hart are Oshkosh residents, while Mr. Mott is a resident of Neenah.

No vice presidents were named since the constitution of the club provides that these officers shall be chosen by the various communities in the county. The presidents of the locals serve as vice presidents of the county club.

Members of the executive committee elected were: N. P. Nelson, Marion Justus, Philip D. Lampert, Mrs. Charles Swan, S. J. Luchinger, Dr. Burton Karges, Mrs. Iola Justus, Matthew Pollock and Otto Lemke, all of Oshkosh; Fred Ronson, Neenah; Mrs. Martin Veinberg and Veleria Brodzinski, Lenasha; George Klaus, Winnebago; Ira Hough, Larsen; and F. Geinbehn and Herman rant, Omro.

INCREASE VALID

Preceding the election of members of the executive board it was voted unanimously to increase the size of that body from 14 to 16 members. In addition to the 14 members at large, the officers of the club serve on this committee.

The name of Arthur N. Williams was placed in nomination by Philip D. Lampert, who first paid a glowing tribute to the immediate past president, Mr. James, and then said the club needs a chairman who will be able to "weld all factions together" with the same skill shown by J. James.

(Continued on Page 12, Column 5)

ROOSEVELT OFFERS DEEPEST SYMPATHY FOR LOSS OF LIFE

Galveston, Tex.—(U.P.)—President Roosevelt today expressed to Reichsfuehrer Adolf Hitler of Germany "my deepest sympathy for a tragic loss of life" in the Hindenburg disaster at Lakehurst, N. J. yesterday.

The message, addressed to Hitler, said: "I have just learned of the disaster to the airship Hindenburg and offer you and the German people my deepest sympathy for a tragic loss of life which resulted from this unexpected and unhappy event."

News of the disaster was relayed by the president aboard the S. S. Potomac off Port Aransas, Tex., in the Gulf of Mexico where it is on a vacation fishing trip. An earlier message sent to temporary headquarters here by Mr. Roosevelt, said: "I am distressed to hear of the tragedy of the Hindenburg and extend my deepest sympathy to the families of passengers, officers and crew who lost their lives."

HITLER THANKS

Berlin.—(U.P.)—Adolf Hitler, in response to President Roosevelt's message regarding the Hindenburg, thanked today as follows: "I thank your excellency deeply for the sincere words of sympathy which you address to me and the German people on the occasion of the disaster which destroyed the airship Hindenburg." Hitler received many other telegrams of sympathy from the United States.

Loan Made Today Increases Total to Over 35 Billions—And End Not Yet—Some Figures to Show What Such Sum Actually Means—Deficits Cause Alarm to President.

(By Lyle C. Wilson, United Press Staff Correspondent.)

Washington.—(U.P.)—The national debt rose today beyond the \$35,026,000,000 limit fixed by President Roosevelt.

While congress struggled with economy and the nation prepared for higher taxes, the treasury statement for today revealed that the nation's debt reached the unprecedented high mark of \$35,039,958,335.49 on May 5.

The indebtedness figure represented an upward movement of \$2,052,439.07 from the previous day, resulting principally from another step in the treasury's borrowing program of \$50,000,000 weekly.

Much of the recent rapid increase in the debt resulted from the treasury's gold "sterilization" program, through which gold imports are purchased at \$35 per ounce and segregated in a separate inactive fund to offset the credit inflationary effects of an increasing gold supply.

Mr. Roosevelt estimated in his budget message last January that the national debt would increase by \$1,248,000,000 during the current fiscal year and reach \$35,026,000,000 on June 30 when the fiscal period ends.

EXPECTED LITTLE CHANGE

At that time he said he expected the national debt to remain "at about the same amount" during the ensuing fiscal year, and the implication was the debt would not exceed that figure henceforth.

The treasury program of weekly \$50,000,000 borrowings is not yet completed for this fiscal year, indicating that the debt will rise still further over the upper limit fixed by the president.

Both president and congress are alarmed by the succession of deficits and the soaring debt which have accompanied Roosevelt reform and recovery. Mr. Roosevelt has called upon his department heads for immediate economies. Influential members of the Democratic congressional leadership are campaigning on their own for reductions in appropriations below levels sought by the president. The drive centers on the \$1,500,000,000 work relief appropriation for the next fiscal year which senate Democrats hope to pare to \$1,000,000,000.

(Continued on Page 12, Column 7)

GOVERNOR SIGNS SCRIP MEASURE

Madison.—(U.P.)—Governor La Follette signed a bill late yesterday authorizing cities to issue scrip in an amount not to exceed the city's interest in delinquent real estate taxes for the preceding three years.

The act, sponsored by Sen. Philip E. Nelson, Republican, Maple, amends a statute which permitted issuance of scrip for payment of current city expenses to a sum equaling tax delinquencies for the preceding year.

All delinquent tax receipts after issuance of the scrip must be used to redeem it.

Company Will Use Helium Hereafter

(By Ferdinand Jahn, United Press Staff Correspondent.)

Vienna.—(U.P.)—The Zeppelin company will use nonflammable helium gas instead of hydrogen hereafter, Dr. Hugo Eckener, German dirigible chief, said today.

In an interview before leaving for Berlin, Dr. Eckener expressed the opinion that the Hindenburg would be the last airship to be operated with hydrogen.

"Henceforth, naturally no passenger would set foot in a hydrogen-filled airship," he said. "Therefore, regardless of cost, we will use helium."

He recalled that the Hindenburg originally was constructed for helium, but the Zeppelin company did not own a storehouse for helium in the United States and to transport a sufficient amount to Germany would be almost impos-

Actual Explosion of German Zeppelin Hindenburg



Before the eyes of hundreds of horrified spectators gathered at the Lakehurst, N. J., airport to witness the arrival of the Zeppelin Hindenburg from Europe on its first 1937 crossing, the giant ship was split asunder in a series of deafening blasts. This remarkable picture was taken as one of several explosions sent giant balls of fire spurring from the falling bag. Note the mooring mast in the foreground. (Copyright, 1937, by the News Syndicate Co., Inc.—From Associated Press.)

HOUSE KILLS LA FOLLETTE COURT PLAN

Madison.—(U.P.)—The assembly definitely defeated today Governor La Follette's bill to permit supreme and circuit court judges in Wisconsin to retire on half pay when they reach 70, but adopted a memorial to congress asking approval of President Roosevelt's judicial reorganization plan.

Administration forces, seeking to reconsider the vote by which the governor's retirement proposal was defeated two weeks ago, lost, 43 to 42.

Immediately afterward, the house approved and sent to the senate the joint resolution of Assemblywoman Mary O. Kryszak, Democrat, Milwaukee, to support the Roosevelt court plan. The vote on the resolution was 49 to 35. The rollcall on the La Follette bill followed an appeal made by the governor in a recent address to the Dane County Lawyer, guild for enactment of the measure, which, he contended, was not a pension plan, but a proposal to improve the administration of justice.

LINES ARE SCRAMBLED

As before, party lines were scrambled on the final decision. Many Progressives, who originally voted to kill the measure, also voted against reconsideration. The principal argument advanced by

(Continued on Page 2, Column 4)

School Bands to Parade Wares at Annual Festival

Treated to "just a glimpse" of festival grandeur last Saturday, when a preliminary portion of the 1937 district music festival was held here, Oshkosh citizens may expect a grand spectacle, tomorrow, when 33 gayly-uniformed bands, and five orchestras will be here for competition and review.

Oshkosh has hung out its sign of "welcome" to greet the hundreds of school musicians, and to extend hospitality to the many thousands of adults who will be here from all sections of Wisconsin, as spectators.

The sale of the "booster" buttons for the 1937 music festival took on a final spurt today, as the lapel disks were eagerly bought by persons wishing to take advantage of the preferential price. Tomorrow these same buttons will be sold at regular prices.

Those who have the lapel buttons will have an "open sesame" in their possession, which will admit them to each and every event on tomorrow's festival program, anywhere, any time. The booster button will also provide admittance to the festival finale program, Saturday night at the fairgrounds.

CONTESTS, LOCATIONS

During the day, the various contests and their location will be as follows: Class D bands and orchestras—Saturday forenoon and afternoon, in the Oshkosh High school auditorium. These groups will play in competition, but will have no contest in sight reading.

Class C bands—Concert contest in Recreational auditorium beginning at 8 o'clock, and moving in succession to the music room of Oshkosh High school for sight reading competition.

ASK NAVY AID

French warships in Barcelona harbor were asked to land 200 bluejackets as street fighting threatened the safety of their consulate.

Anarchists, already in control of suburban Hospitalet, a city of 40,000 persons adjoining Barcelona, were reported to have extended their sway as far as the French border.

The frontier fortress city of Figueras, 73 miles northeast of Barcelona, and its neighbor, Junquera, were occupied by the anarchists.

Committees of anarchists were set up to govern Figueras, a city of 15,000 persons, and Junquera. Government demands to surrender the municipal power to the local carabinieri was ignored. Instead, the anarchists erected barricades, planted machine guns and

(Continued on Page 2, Column 3)

HENRY FORD WILL FIGHT PROFITS TAX

Detroit.—(U.P.)—Henry Ford, who steadfastly opposed the NRA to the day it was declared unconstitutional, said today he also would oppose the federal tax on undistributed profits.

He described it, in an interview, as "ramshackle legislation," enacted by "politicians who are parrots for the international financiers."

The Ford Motor Company, he declared, is the "target."

"The real purpose is to tax the independents, large and small, out of existence," he said. "The financiers want to drive every independent business man to borrow money, to make American business pay continual tribute to the money lenders. They want to send the companies they can't control to Wall Street. And it is only the companies they don't control who are objecting. The others are all in one pocket."

CONGRESS IS CHANGING

He spoke approvingly of a "changed attitude" he noted in congress toward that and similar matters.

"Congress did not concoct this ramshackle legislation, although it passed the bill," he said. "Now it is trying to see how it can do better. For that reason, you hear more good things said about congress today than for six years past. Of course, the members have heard from home, but that only means that congress and the people are coming to the same conclusions."

"No one with the interests of the country at heart would plan such a taxing program. It must

(Continued on Page 2, Column 7)

The Weather

Day	Sun	Sun	Day's
May 7	Rises	Sets	Length
	4:35	7:07	14:32
	(By Associated Press)		
Wisconsin	Fair and cool to night; Saturday increasing cloudiness followed by showers in north-west, and extreme west central portions, somewhat warmer in east portion.		
Northwestern Observations	Time	Temperature	Remarks
	7:30 a. m.	52	Fair
	1:00 p. m.	64	Fair
Milwaukee	Highest and lowest temperatures yesterday: Phoenix 90, Abilene 88; Yellowstone 33, Park Falls 34.		
From Buckstaff Observatory	Wednesday 8 p. m. to Thursday 8 p. m. Temperature — Maximum, 84; minimum, 37. Precipitation, none. Wind, northeast. Barometer, 29.86.		

GIANT DIRIGIBLE IS BURNED WITH 30 KNOWN DEAD

Zeppelin Takes Fire Following Blast at Lakehurst, N. J., and Crumples to Ground With Crew and Passengers, Some Of Whom Escape and Others Are Burned to Death or Fatally Injured

(By Associated Press)

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

Thirty persons were known dead or missing.

Of the 98 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—68 persons survived. One of those killed was a spectator, burned to death in the falling, fiery debris.

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 framework.

"WHAT CAUSED IT?"

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.

At Washington officials and Dr. Hans Luther, the German ambassador, opened inquiries. Three possible causes—all, however, relating to the highly-inflammable hydrogen used in the 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 very unlikely."

"From this distance and on the basis of incomplete information," Dr. Eckener set forth these possibilities:

SOME 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.

Commander Charles E. Rosendahl, commandant at the naval station, said the fire originated at or near the stern of the ship about 5:25 p. m., central standard time.

In his report to the navy department, the commandant, a veteran in lighter-than-air craft service, said:

"About four 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. . . ."

Assemble Fleet for Coronation

London.—(U.P.)—Britain's home fleet—30 warships—brought a touch of coronation splendor to the old Thames river today and roused it from its routine of coal barges, tug, tramp steamers and ocean liners.

Flags flying and escorted by all manner of private craft, the fleet brought back some of the glory of the days when the Thames had an important part in the lives of Britain's kings and queens, when royal barges coasted up and down to royal palaces.

King George and Queen Mary previously had retouched the luster of the Thames with their barge journey from Westminster to Greenwich to open the national Maritime museum, although it was a motorized, stream-lined barge, not one propelled by oarsmen.

Some of the peers and peeresses attending the coronation ceremony in Westminster Abbey, near the Thames, will arrive by river, to avoid street traffic.

The fleet is scheduled to remain in the Thames until May 12, when it will move to Spithead for the coronation naval review.

LINKS ARE STRENGTHENED

The new monarch seized an opportunity last night to strengthen Britain's links with her empire in

Scores of spectators witnessed the sudden, shocking tragedy. One instant, they waved greetings up to passengers standing in the windows of the observation compartment.

Then, in a flash, a cannonading explosion jarred the huge cigar-shaped craft, a streak of flame lashed out, and the Hindenburg plummeted clumsily to death.

JUMP, CRAWL, FALL

In the span of seconds before flames enveloped the silvery fabric of the world's largest dirigible, some of the passengers and crew jumped, crawled or were hurled clear of the falling ship.

Capt. Ernst Lehmann, a Zeppelin commander in the World War, and commander of the ship on previous voyages, stumbled from the wreck, gravely injured.

(Continued on Page 2, Column 1) (Continued on Page 12, Column 1)