

Table with weather forecast: High, Low, Wind, etc.

ASQUES SEND CHILDREN AWAY, PLAN BATTLES

Leave Bilbao and Men Face Enemy at City Gates

PLANES ARE ACTIVE

Force Is Held in Trap, Defenders Declare

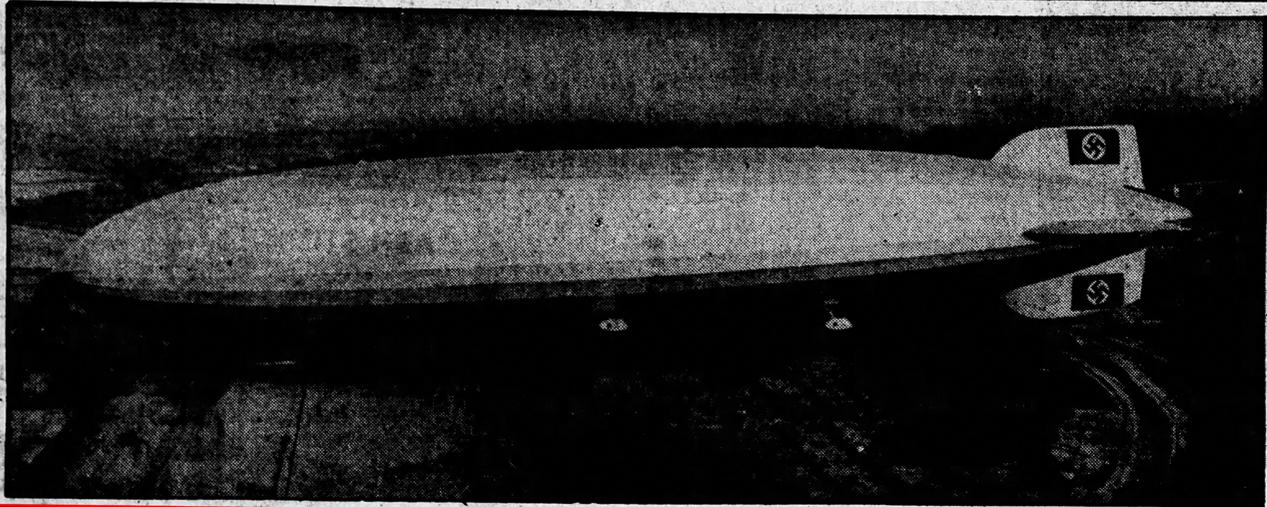
LEBAO, Spain, May 6.

Proud Basques sped women and children the danger of battle and tonight under the blasting guns of British ships, and made ready to defend a defiant siege against the enemy.

THOUSAND YOUNGSTERS

Women of Bilbao left for France morning aboard the government ships Habana and Isarra. The liner Calamare was designed to carry the second refugee contingent to Bordeaux tonight.

Finest of Dirigibles Pictured Before Explosion



Cooperation of C.I.O. In Film Strike Seen

Hollywood Leader Reveals Offer for National Drive Which Might Involve Theatres in Picket and Boycott Activities

HOLLYWOOD, Calif., May 6.—(AP)—The powerful C.I.O. began to loom large today as a possible active ally, both locally and nationally, of striking film studio craftsmen and laborers seeking a closed shop.

Leaders of the six-day-old strike which called out several thousand employees of major studios seriously considered a C.I.O. offer to boycott and picket film theatres throughout the nation.

RASKOB STOCK DEALS PROBED

Millions Are Involved in Transactions, Income Tax Nothing

NEW YORK, May 6.—(AP)—John J. Raskob, multi-millionaire industrialist, paid no income tax for 1936, although his stock transactions for the year totaled many millions of dollars, it was revealed today in the income tax hearing against his business associate, Pierre S. DuPont.

Despite the protests of Colonel Joseph Hatfield, Raskob's attorney, Tax Commissioner Richard Disney allowed reporters to see Raskob's 1936 tax return after it was introduced into evidence by government counsel.

Transactions Shows Separate sheets attached to the return showed the millions of dollars involved in stock transactions. Raskob listed a total income for 1936 of \$790,181.94 and deductions of \$697,263.54.

The return was brought into the case as government counsel were weaving through a maze of financial transactions between DuPont and Raskob in an attempt to establish deficiencies in their 1936 taxes. The government is suing to collect \$1,500,000.

Notations on Raskob's tax return served as a final link in establishing profits taken from two transactions between Raskob and DuPont. Their counsel have admitted the existence of these transactions from the beginning of the trial. They contend the sales were legitimate, and that the losses, established by comparison with peak values before the 1929 panic, were legally deductible.

Called Fictitious Mason B. Leming, chief of government council, announced his intention of proving the sales were fictitious "wash" sales, entered into for the sole purpose of establishing these losses and accompanied by an illegal agreement to repurchase in 1936.

Frank L. Garey, Raskob's secretary, was questioned regarding a cross-sale effected on December 26, 1929, when Raskob sold to DuPont 5,000 shares of Baltimore and Ohio railroad at 115 and 14,000 shares of Anaconda Copper at 71 for a total of \$1,500,000. DuPont sold Raskob 40,000 Warner Brothers at 39 for a total of \$1,560,000.

Leming then showed in Raskob's ledger that on January 27, 1930, the Warner shares were sold back to DuPont for \$2,020,000—a profit of about \$458,000 after the transfer taxes were paid.

INQUIRY STARTS WASHINGTON, May 6.—(AP)—Chairman Copeland, (D-NY), of the senate committee investigating air safety, said tonight he would order the committee investigators to begin an inquiry "at once" into the disaster to the German airliner Hindenburg.

WITNESSES SEE FLAMES FLASH

But None Can Give Exact Account of What Happened

LAKEHURST, N. J., May 6.—(AP)—The queen of the skies—German dirigible Hindenburg—sailed serenely into Lakehurst tonight, its silver bag gleaming despite the sullen atmosphere.

Passengers stood at the windows, waving gaily. There were few spectators on the broad sandy field to wave a return greeting, or the comings and goings of the queen of the skies, which 10 times before had dropped to earth here, were considered now of little more significance than the docking of an ocean liner.

The ship's motors droned loudly. Two nose lines were dropped. In a few more minutes, the ship would be fast, the passengers departing. It was 6:23 p. m. (EST).

An explosion rent the air—so loud one person said he heard it at Point Pleasant, 15 miles away. Stern in Flames

The stern broke into flames. Bystanders, unable to comprehend it, unable to believe it, gasped. The happy shouts of arriving passengers, turned to shrieks of dying men and women. Smiling faces of spectators became tear-spotted.

More explosions followed—intermittently they continued for hours. There was confusion, but the ground crew made the best of the situation.

After a first shout "run for your lives," they ran to the ship as fast as they had retreated—doing rescue work now instead of mooring.

Navy Men Help "The navy's boys dove into the flames like dogs after rabbits," was the way Gill Robb Wilson, state aviation commissioner, described it. Passengers and crew—those who were elsewhere than in the blazing stern—jumped.

"I landed on my stomach, and crawled 30 or 40 yards to escape the flames," Philip Mongone of New York told his daughters at Paul Kimball hospital, Lakewood. Two stewards and a little cabin boy jumped from a window—saved.

Murray Becker, an Associated Press photographer, said that in the twinkling of an eye, "there was nothing left but the skeleton. Little Smoke

"There wasn't much smoke," he said. "I saw a man walking toward me, assisted by two men. He had no clothes on. I saw a woman (Continued to Page 4, Column 2)

Wrecked Airship Was Greatest in Its Class

Luxury Cabins Were Combined With Most Modern Navigation Equipment and Big Payload Capacity in 803-foot Hull

NEW YORK, May 6.—(AP)—The Hindenburg, considered the greatest product of the science of airship construction, was the largest Zeppelin ever built—803 feet long.

Powered with four huge 1,000-horsepower Diesel engines, it had a maximum speed of 84 miles an hour and carried a crew of 40 besides 50 passengers.

Its payload capacity of 15 tons constituted the largest combination of passengers, freight and mail ever lifted off the ground by aircraft.

As a "flying hotel," it was the most luxurious of the 150-odd airships built in the 36 1/2 years since Count Ferdinand von Zeppelin made his first historical dirigible flight.

150-Foot Promenade A promenade more than 150 feet long enclosed by unbreakable glass provided an unobstructed view in all directions.

Staterooms similar to those on ships were equipped with folding decks, and shower baths, with devices for measuring the consumption of water, which was distilled from air on the trip.

The airship had a completely equipped kitchen, with electric ranges and refrigerators and a large stock of linen, china and silverware.

The huge freight compartment would hold 24,000 pounds of baggage, and passengers were offered the service of taking along their cars or even light airplanes.

The ship was piloted from a forward gondola, separate from passenger quarters, where were the levers and switches controlling the dirigible's rudders and gas valves.

Wireless Modern From the control gondola, a passageway led to the wireless room, which had the latest developments in all types of radio communication apparatus.

On either side of the lower passageway through the ship were the huge containers of crude oil which fed the engines.

The ship's electric generators were in a tightly-closed compartment and furnished current for lighting, radio, steering gear, magnetic compasses, searchlights and cooking.

The gas which held up the sky behemoth was contained in 32 balloons arranged in a continuous chain from bow to stern.

Four Propellers The ship was moved by four four-bladed wooden propellers mounted on four power cars, two on either side of the ship on the outside.

The ship was constructed of a series of aluminum longitudinal girders, giving it 36 "sides," joined by a series of rings and various cross girders.

The outer covering of the ship was a cotton material made strong and watertight by "doping" with a liquid containing aluminum powder.

The main supporting gas was inflammable hydrogen gas. It was pumped out at the time of the ship's launching that the space around the gas bags could be filled with non-inflammable helium to form a protective "blanket."

GREAT LUXURY AIRSHIP IS FLAMING TOMB FOR PASSENGERS AND CREW

Exact Number of Dead Uncertain But Officials Believe More Than Third of 97 People Aboard Perished in Blast

MANY OF THOSE INJURED EXPECTED TO DIE Catastrophic Explosion Horrifies Spectators As Zeppelin Is Warped In Toward Mooring At Lakehurst After Atlantic Trip

LAKEHURST, N. J., May 6.—(AP)—Germany's great silver Hindenburg, the world's largest dirigible, was ripped apart by an explosion tonight that sent her crumbling to the naval landing field a flaming wreck with horrible death to about a third of those aboard her.

Exactly how many died was still in dispute as the flames licked clean the twisted, telescoped skeleton of the airship that put out from Germany 76 hours before on its opening trip of the 1937 passenger season.

The American Zeppelin company, through its press representative Harry Bruno, placed the death toll at 33 of the 97 aboard. The company listed 29 of the 36 passengers and 44 of the 61-man crew as the disaster's survivors.

Figures Vary These figures were at slight variance with unofficial estimates of the number of dead.

In the crowded hospitals in the communities neighboring this hamlet, many of the survivors were in critical condition, a number suffering from excruciating burns. Some were so gravely injured, among them Capt. Ernst Lehman, that the last rites of the Roman Catholic church were administered to them. Lehman, skipper of the ship's 1936 flights, made the ill-fated flight as an observer. Captain Max Pruss, the commander, was listed among the injured survivors.

Delayed by Storms Storms and buffeting headwinds had delayed the slim, graceful ship far behind her schedule for the maiden trip, and she nosed down in the early evening to keep the unexpected rendezvous with disaster.

After cruising down over New York's crowded streets in the afternoon, she hove into sight at the air station here at 3:12 p. m. but landing conditions were not favorable and she circled around idly in full view of the small crowd of spectators. A rain storm came up and Capt. Pruss decided to ride it out to make a landing at the most favorable landing conditions.

Rain Falling Rain was still falling lightly when she headed into the mooring circle shortly after 6 o'clock, nosing down gradually.

The ground crew of sailors, soldiers and marines moved out onto the field to handle her landing ropes. Lower she nosed, her diesel motors throttled down. Passengers, gaily waving at the crowd, lined the long lounge windows which show like transparent slits in the great silver belly of the ship.

The spider-like web of landing ropes snaked down the little trap doors in the nose. Men of the ground crew grabbed them at the wooden crossbars.

It was 6:23.

Flames Break Out Then came the terrific explosion, and brilliant red flames suddenly splashed out toward the stern and the rudder that bore the red-and-black Nazi swastika. The detonation tore the ship in half as if it were made of paper. The tail dropped earthward. The blunt nose bobbed up, hung a moment in the air and then crumpled toward the field, flames running along its sides and its fabric flaking off in big chunks.

Passengers and crew were hurled through the silvered walls of the Hindenburg to the sandy loam below. The crowd recoiled in a panicky surge to the shouts of "run for your lives." Navy men dashed into the flaming debris to make rescues.

More Explosions Collapsing in a tangled mass of girders and aluminum beams, the ship was torn by additional explosions, lesser in force than the first shattering blast. And the flames roared up in a red and yellow wall (Continued to Page 4, Column 1)

CHILD IS INJURED WHEN HIT BY CAR

Lualice Scott, 8-year-old daughter of Mr. and Mrs. W. G. Scott, 1222 1/2 East Lee street, was reported in critical condition at St. Mary's hospital early this morning after undergoing an emergency operation for injuries received when she was run over by a neighbor's car while playing in the yard about 5:30 p. m. yesterday.

Miss Ivah M. Proctor, 34, an employee of the Fisher sanatorium whose home is at 1220 1/2 East Lee, told Deputy Sheriff E. F. Keen the accident occurred as she was backing her car from her yard.

She immediately rushed the child to a hospital, but X-ray examination revealed no injuries and the girl was returned to her home. When Lualice became sick later in the evening, she was taken to St. Mary's for a second examination, and the operation was ordered shortly before 11 p. m.

Roosevelt Sends Hitler Message

GALVESTON, Tex., May 6.—(AP)—President Roosevelt, upon learning of the disaster to the dirigible Hindenburg at Lakehurst, N. J., tonight sent a message to Chancellor Hitler in Berlin expressing his "deepest sympathy" to the German government and people.

In a brief statement made public through temporary White House headquarters here, the President also extended his sympathy to the families of those who lost their lives in the explosion.

SABOTAGE HINTED IN AIRSHIP BLAST

CHICAGO, May 6.—(AP)—Count C. G. von Zeppelin, 30, a nephew of the German inventor of the dirigible, in the United States on a business trip, expressed the opinion tonight the explosion of the zeppelin Hindenburg might be a case of sabotage.

He added this was only conjecture and gleaned from early reports of the disaster. He said he had read the explosion occurred in the stern of the ship and that the blast surged forward. He said there was nothing to cause an explosion in the rear of the ship since the gas cells were located in the middle third of zeppelin.

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Fifth of May Celebration Opening Border Fiesta and Frontier Event

NOGALES, May 6.—(Special to The Arizona Daily Star)—On the eve of the most colorful celebration ever staged here—the second annual Frontier Fiesta—these border cities were a bedlam of amusement and entertainment today.

Hilarity ran high as the citizenry made ready to roll the curtains up on the gala four-day event tomorrow.

Lending zest to the occasion, hundreds of Nogales, Sonora, citizens turned out for the annual Cinco de Mayo celebration, which this year is blended into the border's annual "ola-time" affair.

Preparations were completed for the opening of the Frontier show tomorrow morning, it was announced today at headquarters.

Frontier Village, on the northern outskirts of Nogales, is decorated to capacity and its six buildings house old-fashioned—loons, gaming places, girlie-girlie shows and scores of other features.

The carnival atmosphere has been blended into the celebration with the arrival of numerous rides and concessions. However, the center of all attractions will lie in performances sponsored and participated in by local citizens.

Old-fashioned melodramas, dances, "fiddle contests," and other numbers have been arranged in connection with the old-west fiesta.

Impetus has been added to the affair by the golden jubilee convention of the Arizona Knights of Pythias, who will converge on the border for a three-day conclave Saturday. Highlight of their program will be a sundown Mother's day service, at which Gov. R. C. Stanford will be the main speaker. More than 300 of the Arizona lodge men are expected to arrive here for the convention.

The gay colors of Old Mexico fly across the international boundary line in Nogales, Sonora, as the celebration populace continues its gala pace.

The Cinco de Mayo celebration, commemorating the day the Mexicans overthrew the yoke of French government in 1862, had long been planned for and marks the brightest affair held here in a dozen years. Parades, dances, addresses and fireworks displays punctuate the affair.

Constance Sandoval, who was elected queen of the Frontier Fiesta, also rules as queen of the Nogales, Sonora, festivities.

Highlight of the entire week-end is expected to come Sunday afternoon, when the Frontier Fiesta parade, exceeding three miles in length, treks through the main business district of both border cities.

Stage coaches, oxcarts, horsemen and musical organizations will go to make up the bright ensemble, scheduled to start at 2:30 o'clock Sunday afternoon.

The gay border fiesta will draw to a close Monday night.

RECORD IS CITED ON ACCUSED MAN

PHOENIX, May 6.—(AP)—Robert Lloyd Magarrell, arrested at Benson by federal agents on counterfeiting charges, was identified today as a former convict of Utah state prison, the state bureau of criminal identification disclosed.

Magarrell, who charged Tucson police with hiring "stool pigeons" to "make business for the police department" was acquitted on burglary charges last week.