

for her flight across the Atlantic. The airship set out from Howden early yesterday and was prevented by a storm from landing last night and was cruising about today, making further tests, before proceeding to Pulham, Norfolk, where it was intended to moor her. The dirigible was flying easily over this city shortly after 5.30 o'clock this afternoon, all being seemingly well when, according to survivors, a sharp turn was given her rudder and she swerved in towards the Humber. Apparently the strain on the turn was too much for her. Crowds gathered in the streets of Hull, intent watching the movement of the air monster, saw a sudden flash and heard the report of a tremendous explosion violent enough to shake the buildings beneath and break windows in the city stoor fronts. Then the airship appeared to break in two and burst into flames, the crowds beneath meanwhile running panic stricken in all directions to escape the wreck of the flaming monster which seemed would drop directly upon the city. The fall of the dirigible, however, was into the river, close to the shore and piers where it settled in the water. The following British officers are known to have been on board for the flight. Air Comodore Maitland, Lieut Swan, Lieut. Little, Lieut. Montague and Flight Lieut. Thomas. The United States officers on board the dirigible were Commander Maxfield, Washington, Lieut Commander Bieg, of Bryn Mawr Pa., Lieut Commander Wery Coil of Marietta, Ohio, Lieut. Esteriy Washington, Lieut Hoye, Clear Water Florida and Lieut Little Newburyport. The British losses include the famous veteran Brigadier General E. M. Maitland and all other officers on board except Lieut. Wann, the Commander of the ZR 2. The actual cause of the disaster never may be known. A rumour has been afloat for some days that the ZR-2 was structurally weak, but this was stoutly denied by all in authority. Thousands of spectators witnessed the catastrophe. When first seen from Hull the ZR 2 was approaching the city from a southeasterly direction over the Humber towards Hull. She then sailed on an even keel above the city, according to some eyewitnesses, and a huge cloud of dense smoke burst from the tail of the aircraft. It was thought that the ZR 2 was sending out a smoke screen as an exhibition but to the horror of the thousands of spectators, it was seen that she had broken in two and was taking a tremendous nose dive which apparently would bring her down into the thronged streets. Then there came a loud explosion and a great crash followed another explosion which was accompanied by the breaking of glass in the windows on land. Some spectators assert that the airship began to buckle before any flames or explosions were seen or heard. The broken halves of the ZR. 2 reached the waters nearly a mile

apart. The general opinion of the public of Hull is that the Commander of the airship accomplished a remarkable feat of bravery in diverting the descent of the vessel so that it fell into the water instead of the crowded streets. During the fall of the airship 3 members of the crew were observed making a thrilling parachute descent. They came down into the river where they were rescued by small boats. All who jumped from the falling craft without parachutes lost their lives, they had no chance of escape, for the water was covered with burning petrol and the heat from the burning wreckage was so intense that even the rescuers experienced great difficulty in approaching for some time. Barges, trawlers and small boats thronged around the debris willing to render any assistance. The ZR 2 was a sister ship of the famous R 34, the first dirigible to cross the Atlantic. The United States Navy was to pay \$2,000,000 for the craft. The ZR 2 was the largest dirigible ever built. The dimensions being as follows: Length 695 feet. diameter 85 feet, capacity 2,700,000 cubic feet. Total lifting capacity 83 tons. The airship was operated by six engines and she was estimated to have a cruising speed of 60 miles an hour, giving a capacity to make an aggregate of 6,000 miles of uninterrupted flight. She had a capacity for officers and crew of 42 men. The petrol supply was 10,900 gallons. It was estimated to have crossed the Atlantic in 72 hours.

Lindsay, Ont. Aug. 24th.—Sir Sam Hughes, the former Minister of Militia and defence in the Federal Gov., died early this morning at his home here.

Washington, Aug. 24th.—By a vote of 274 to 125 the House yesterday passed the tax revision bill of 1921 which is intended to reduce the nations tax burdens \$818,000,000 by 1923, when all of its provisions become effective. Nine Republicans voted against the measure and three Democrats supported it on a Democratic motion to recommit the bill to the Committee on ways and means, with instructions to eliminate the repeal of the income tax rates above 12 percent, 50 Republicans voted with the opposition, but the motion was lost 250 to 168. The tax bill now goes to the Senate Finance Committee, which will hold additional hearings during the recess and will probably make a number of changes.

New York, Aug. 24th.—The raw sugar market was quiet and prices were unchanged at 4.50 for uncontrolled, with the common holding Cubas at 3½ cents cost and freight, equal to 4.86 for centrifugal. No change occurred in refined, with fine granulated quoted at 5.80 to 6.15.

Dublin, Aug. 24th.—The belief was expressed here tonight that the Dail Eireanns answer to the proposals of Mr. Lloyd George for peace in Ireland will

be a refusal of the terms, but that the refusal will be followed with argument seeking to induce Mr. Lloyd George to continue the negotiations. The belief was considered to be substantiated by the fact that two of the Under Secretaries from Dublin Castle, Messrs. Cope and McMahon, had a talk today with Messrs. Barton and Duggan, two prominent members of the Dail Eireann. The conference lasted several hours and is thought to have concerned the constitution of the truce in the event of the rejection of the Govts. terms.

London, Aug. 24th.—A Reuter cable from Melbourne says that in moving an adjournment of the Australian Senate to discuss the Irish question, Senator Lynch expressed the opinion that Ireland should accept General Smuts recommendation of dominion status for the South, with Ulster left out for the present. Senator Lynch dwelt on the importance of the principle to Australia, who, he said, would not survive a minute disassociated from a "first class" navy. He referred sympathetically to Irish national aspirations and declared he was brought up to hate the Union Jack as an emblem of tyranny, but experience has compelled him to recognize it as a guardian of liberty and justice. The motion was talked out.

Havana, Cuba, Aug. 24th.—Two persons were slightly injured in business houses within a radius of half a block were damaged early this morning when a bomb, hidden in a garbage pan, exploded near the doorway of a branch of the Banco Espanol on Galiano Street. The police have made no arrests and have been unable to assign a motive.

NEW YORK, August. 25th 1921.
four, Blended Clears St. Lawrence Brand
pr. brl. \$8.00.
Meal, Kilndried per 100 lbs \$1.95
New Season's Pork per brl. \$37.00
Heavy Mess Pork per bbl. \$25.4
Sugar---Crystals maximum per 100 lbs.
\$4.50

Molasses Sugar 89° test, no quotation.
Cotton, Middling Upland, at Liverpool
per lb. 9 28-100d.
Exchange, New York and London, 60
days' sight \$3.66
Exchange New York and London, sight
\$3.70

LONDON, August 25th. 1921.
Sugar, Demerara Crystals, per cwt. 44s.
—51s
Muscavado per cwt. 35s. 0—48s. 0.
German Beet 88° f.o.b. no sales
White Java sugar cif United Kingdom
23s. June shipments.

Demerara Rum, per gal. nominal.
Trinidad Cocoa, Good Middling Red nominal per cwt 56s. 58s. nominal.
Cotto good Medium West Indian Sea Island per lb. 26d. nominal.
Bank of England rate of Discount per cent. 5½.
Consols 47½.
Three per cent rents in Paris Fcs. 56.50.