

**BRITISH CRUISER BRINGS ZR-2 DEAD**

American Destroyers and Airplanes Meet Funeral Ship Off Channel.

**BODIES ARE LANDED**

Services Will Be Held This Afternoon in New York Navy Yard.

**EXPECT GREAT THROUGH**

Marines in Brazilian Warship Join in Tribute to Fifteen Air Dead.

The British light cruiser Dauntless, with the bodies of fifteen naval officers and enlisted men killed in the ZR-2 disaster, arrived yesterday afternoon at the New York Navy Yard after a stormy passage of eight days from Plymouth. On the last leg of the trip she was accompanied by the White Star steamship Arabic, from Southampton and Cherbourg, and the liner and warship passed into Sandy Hook within sight of each other.

Six American destroyers greeted the funeral ship off the Ambrose Channel lightship and six seaplanes hovered over the procession as it steamed to the Navy Yard through bay and river.

The cruiser was accompanied also by the naval tug Pentuck, which met her off Tompkinsville, and which bore Capt. C. M. Tozer, representing the Secretary of the Navy, and Commander C. R. Robinson, representing the commandant of the navy yard. The coffins were on the after deck of the Dauntless, visible afar through their bright drapery of American flags and flowers, and were guarded by British marines with rifles reversed. All the cruiser's officers were in full dress with mourning bands on their sleeves. The impressive and silent progress of the destroyer flotilla and the cruiser up the bay, all with ensigns half-masted, was startlingly interrupted by the gun tribute of Governors Island.

**Bodies Brought Ashore.**

The Dauntless reached the navy yard at 4 o'clock and the bodies, each borne on the shoulders of eight British marines, were placed on motor trucks and under escort of six American petty officers, acting as a guard of honor, were taken to building 12, near the main entrance to the yard, which had been decorated to receive them.

While the transfer of the bodies was being made a squad of Brazilian marines of the warship Minas Geraes was drawn up on her after deck in honor of the dead Americans. There were also aboard the Dauntless two American officers, Lieut. Telford H. Hull of the air service and Lieut. C. A. Tinker of the intelligence service.

The services for the dead naval men will be held this afternoon, and the impression of Capt. C. T. Vorhies, commandant of the navy yard, and his officers is that they will be attended by one of the greatest throngs that ever has assembled in the navy yard. It will be the second time impressive ceremonies have honored the dead of the great dirigible accident. On the day the Dauntless sailed out of Plymouth solemn services were held in Westminster Abbey, attended by the King and Queen, the American Ambassador and representatives of the British and American navies.

**Denby Will Speak.** Secretary of the Navy Denby, who will represent the navy at the funeral services in the navy yard, left Washington for this city last night with his aids, Capt. D. F. Sellers of the navy and Col. D. D. Porter of the Marine Corps. Secretary Denby will deliver the eulogy. Others who will attend are Rear Admiral W. A. Moffatt, head of the bureau of aeronautics; Commander Kenneth Whiting, Lieutenant-Commander Zachary Whiting and Ensign J. H. Hyker, also of the bureau of aeronautics; Commander Damon E. Cummings of the Rockaway air station and Lieut. A. W. Evans, George L. Richard and Louis A. Kloor.

One of the bodies, that of Lieut.-Commander Emory Coll of Marietta, Ohio, was not buried at sea as originally intended on the trip of the Dauntless to this port. It was decided to defer the sea burial until after the funeral services here. The body will be taken to sea at a date not yet fixed and receive a sailor's burial from a warship with full naval honors. Three bodies, those of Commander Louis H. Maxfield, who was to have piloted the dirigible to the United States; Lieut.-Commander Valentine N. Bier and Chief Machinist Mate George Welsh, will be interred at the National Cemetery in Arlington, Va.

The services this afternoon will be held in the open air on the athletic field. As the bodies are brought from the building to the field the Marine Band will play a dirge. Capt. Matthew C. Gleason, Catholic chaplain, and the Rev. F. T. Mower, Episcopal chaplain, will read the services of their respective churches, and after the eulogy of Secretary Denby a marine guard will fire a volley over the coffin and the bugler sound "taps."

One of the largest families that ever has set foot on American soil from a foreign ship arrived yesterday by the Royal Mail liner Orbita from Hamburg, Southampton and Cherbourg. The head of the aggregation is Sroul Ostrowski, 56 years old, widower, his sixteen children, three married sisters and a brother, with their families, totalling twenty-eight. They are from Bucharest, Rumania, and will add to the census of Akron, Ohio.

**Bodies of Dead in ZR-2 Disaster Arriving on The Dauntless**

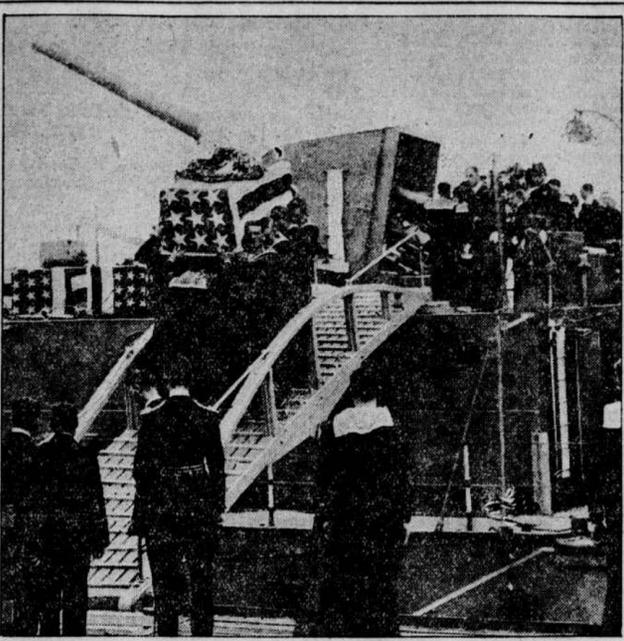
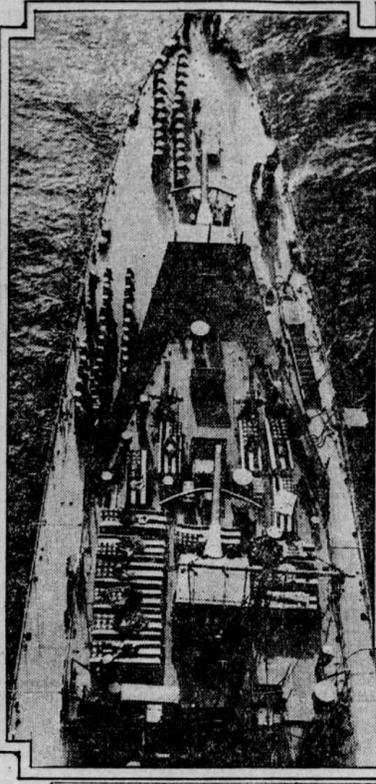


PHOTO BY CENTRAL NEWS

To the left is shown a deck view of The Dauntless, with fifteen flag-draped coffins containing the bodies of Americans who lost their lives in the explosion of the United States dirigible balloon ZR-2 over Hull, England, last month. Sixteen Americans were killed in the blast, but one was buried in England. The view on the right is a coffin being brought ashore at the New York Navy Yard, where The Dauntless is docked. Capt. Stevenson (left) of the British Navy and Capt. Tozer (right) of the United States Navy are pictured below.

**AMERICANS ACCEPT MAYFLOWER DECISION**

Vessel to Be Chosen Soon to Defend Race Trophy.

GLOUCESTER, Mass., Sept. 16.—The action of the Nova Scotia trustees of the North Atlantic Fishermen's Trophy in barring from this year's races for the international fishing vessel championship the schooner Mayflower, selected as the American defender, was accepted today by the American race committee.

It was decided also to defend the trophy now held here as a result of Imperato's victory at Halifax last year.

BOSTON, Sept. 16.—The Boston Traveler announced today the offer of a silver cup to the winner of the elimination races to select the defender of the international fishermen's race trophy.

**PLANES WILL BOMB BATTLESHIP IN NIGHT**

Flares to Direct Attack for the First Time.

Special Despatch to THE NEW YORK HERALD, New York Herald Bureau, Washington, D. C., Sept. 16. The Army Air Service has set September 21 as the tentative date for the start of the bombing experiments with the obsolete battleship Alabama. The tests, which are to be even more spectacular than those held off the Virginia Capes recently with one time German warships as targets, will occupy four or five days. One of the features of the attack will be night bombing, when airplanes with the aid of fares will send missiles from the sky on the battleship. It will be the first time such a thing has been done in America. Gas bombs also will be used.

The battleship Alabama was turned over to the army by the navy for the experiments which will be held in Chesapeake Bay, near Tangier Island, off the Virginia coast.

**PRESIDENT ON RETURN TRIP.**

Reported Late Of Winter Quarter Shoal Lightship.

WASHINGTON, Sept. 16.—The Mayflower, with President Harding and a party of friends from a trip to New York city and West Point, was reported late today to be "with the destroyer Paul Jones, off Winter Quarter Shoal Lightship."

The lightship is in the vicinity of Delaware Breakwater.



PHOTO BY UNDERWOOD & UNDERWOOD

**GEN. MENOHER QUILTS AIR SERVICE POST**

Action Brings to a Climax Old Row With Brig.-Gen. Mitchell, His Assistant.

Special Despatch to THE NEW YORK HERALD, New York Herald Bureau, Washington, D. C., Sept. 16.

Major-Gen. Charles T. Menoher resigned today as chief of the United States Army Air Service, bringing to a climax a long standing row in which he and his assistant, Brig.-Gen. William Mitchell, have been the central figures.

Gen. Menoher's resignation took the form of a request to be transferred to command troops in the field. There is every reason to believe the request will be granted by the Secretary of War, who then will be called upon to appoint a successor.

This will open one of the most bitter questions in the military establishment, whether there is to be an independent air service. This issue was the underlying cause of the differences between Gen. Menoher and Gen. Mitchell, but the trouble between the two, which at one time prompted the chief to ask that his assistant be relieved, will fade into insignificance when compared with the fight that is brewing.

Gen. Mitchell of course will be a candidate for chief of the service, with the support of virtually all the officers in the flying establishment, together with much outside influence, such as that in Congress. Against this will be arrayed the strength of those army officers, mostly those of high rank, backed by a strong navy sentiment, who want the air service to remain as an auxiliary arm in the fighting organization.

Just how soon this fight is likely to come to a close Secretary Weeks did not

**"Melancholy Days"**

"The melancholy days have come—the saddest of the year—as the Ring Master used to quote," said Pete, the ex-circus horse, who now delivers Knickerbocker Ice. "They're the gayest of the year in town," said his harness mate, who knows his New York. "Our customers are returning from everywhere, and houses are taking on a friendly look that seems to say: 'Leave plenty of Ice to-day—the family'll be home.'"

Please take a friendly tip from the "Horse-talks" and let Knickerbocker know when the "family will be home." New address, 41 E. 42nd St. Tel. Murray Hill 2127.

**Knickerbocker ICE Company**

revealed to-day. He said Gen. Menoher's request for transfer is receiving consideration. Gen. Menoher himself has not been advised what to expect, but he is confident his wishes will be fulfilled. It is possible the whole matter will rest until the return of the United States of Gen. Pershing, Chief of Staff of the Army, who is on his way to France and is not expected home much before November 1.

It may be said authoritatively that Gen. Menoher's decision to retire as chief of the air service did not come as a result of any specific incident in the long continued clash with Gen. Mitchell, but rather in consequence of the whole. Specific denial has been made that Gen. Mitchell's recent reports on the bombing tests held in June and July off the Virginia Capes had anything to do with the action. These reports have not been made public, but it is understood sharp issue is taken by Gen. Mitchell with the conclusions of the joint board headed by Gen. Pershing and composed of officers of the army and navy, whose report, while crediting aircraft as a powerful factor in modern warfare, held that the battleship cannot be regarded as obsolete and an easy prey to aerial bombs.

Gen. Mitchell's contention has been that any warship afloat could be sunk with bombs. His declarations have antagonized the navy for months, officers of this service having been out-spoken in their statements that Gen. Mitchell was trying to bolster up the air service by unfairly discrediting battleships.

The thing Gen. Mitchell really has been striving for, of course, has been the establishment of the air service as an independent branch of the military organization on a par with the army and the navy. He would consolidate under one Cabinet officer the flying services of the army, the navy and the Marine Corps, building up a tremendous air fleet for use over both land and water.

Gen. Menoher has been opposed to this, having the support also of most of the officers of the General Staff, including Gen. Pershing. He wants the army air service continued as an auxiliary for scouting purposes and attack, an army unit such as the cavalry, the infantry and artillery. Just as these dominant army officers want the air service kept in the army, the navy establishment wants to keep its own flying corps.

Much will depend on the recommendations to Congress that will be made soon by the joint Congressional Committee on Reorganization of Government Departments. The programme now being worked out by that committee provides for the consolidation of the War and Navy Departments under the title of the Department of National Defence, in which the air services are to receive special recognition, perhaps be consolidated.

Their Quality has wiped out price distinction in cigarettes

**BEECH NUT CIGARETTES**

You can't help but like them!  
20 for 15¢ *Lionard Co.*

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**J.M. Gidding & Co.**  
864-566-568 FIFTH AVE. AT 46th STREET  
NEW YORK "THE PARIS SHOP OF AMERICA" PARIS

New Location Will Be Fifth Avenue at 56th and 57th Streets—

Will Close Out in Removal Sales—today

The following odd groups of remaining present-season apparel including several styles suitable for Fall wear—

Tailored and Costume Suits at \$55—\$85

Values up to \$295—Smart long coated effects in tricotine, twill and novelty materials, as well as richly embroidered and braided effects.

Day Coats and Capes at \$55

Values up to \$195—A limited group of styles suitable for present wear, of duvetyne, velour, bolivia and tricotine, mostly dark shades.

Sport Coats and Capes at \$10

Values up to \$65—Short and three-quarter length styles, odds and ends, grouped for immediate selling—mostly light colorings.

Street and Afternoon Dresses at \$50

Values up to \$175—Of satin, crepe, taffeta, chiffon and piquette, the last of many high-cost styles.

Suit and Costume Blouses at \$9.50—\$12

Values up to \$35—Remaining styles in dark shades of satin, crepe de chine and Georgette.

Smart Autumn Hats at \$15—\$20—\$25

Values up to \$50—Attractive new styles fashioned from reserve materials, in our own workrooms—of velvet, duvetyne and crepe satin.

Fur Coats and Neck Scarfs

Black Russian Pony Coats at \$175  
\$275 Value

Large collars and cuffs of Australian Opossum, Skunk, Raccoon.

Black Russian Pony Coat at \$95  
\$175 Value.

\$55 Dark Fitch Scarfs at \$25—\$38

\$150 Hudson Bay Sable Scarfs at \$75

\$275 Fisher Scarfs at \$175

**"Buckingham" Soft Hats and Derbies**



Are sold exclusively by Saks & Company. The new Fall styles are ready and bring to you the very best there is in smart headgear for the Metropolitan man

**BUCKINGHAM** Hats are always welcome among men who lean toward the finer accessories, for no hats can be better made or finished . . . . . and from a style point of view *exclusiveness* is the very basis upon which the present demand for Buckingham Hats has been created.

Fourteen New Styles Now Await Your Choosing

The soft hats are in champagne, French brown, pearl, steel gray, and black mixtures. The derbies are in black only.

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BROADWAY at 34th STREET

Direct Particular Attention to Their Extensive Assortments of

MEN'S IMPORTED Novelty Lisle and Wool Hose

No STOCKS in America show a more complete line of imported hose than those of Saks & Company, and because of our splendid European affiliations we are able to quote prices that would be otherwise impossible.

Featured Saturday:

At 1.00

A very fine collection of imported light weight ribbed wool socks, and full fashioned cashmere socks with hand-embroidered clocking. All sizes, and every desirable color.

At 75c

Heavy Weight Ribbed Wool Socks, especially suited to the man who does a lot of walking. Made in Scotland of fine all-wool yarn. Heathers, black and gray.

At 1.00.

Imported Novelty Lisle Hose, in very effective vertical striped, plaid and figured effects. Light and medium weights, ideally suited for wear with Fall oxfords. Street Floor

**GOT FEATHERS ABROAD, LOSES THEM HERE**

Inspectors Seize Woman's Bird of Paradise Plumage.

Mrs. Martha Hollander of Detroit, Mich., who arrived yesterday from Hamburg by the Royal Mail liner Orbita, appeared surprised when Customs Inspectors John Walsh and James Wilder took from her coat a lot of bird of Paradise feathers, which are not permitted to enter the country under any circumstances. The feathers were taken to the appraiser's stores, not for appraisal but destruction, and Mrs. Hollander was told to appear at the Customs House and explain why she had not put them in her declaration. She told reporters that she had been visiting friends in Germany, had seen and been fascinated by the feathers and would not resist buying them, paying about \$25 in American money for the lot.