PUBLIC FUNERAL FOR ZR-2 DEAD

London Plans Great Ceremony of Mourning for Victims of Disaster

TRAGEDY SHOCKS NATION

Bp the Associated Press London, Aug. 25.—The American and British victims of the disaster to the 2R-2 at Hull last evening will be ac-corded a great public funeral, probably in London, it is considered certain. The Ministry today had the project un-

der advisement and an announcement regarding it was expected at any time.

Meanwhile all England, profoundly
stirred by the destruction of the glant
dirigible—the greatest of all air disasters-is giving expression to its deep feeling of mourning for the victime and sympathy for those bereaved. In Lonon the atmosphere today was somewhat tin to that which followed the receipt of news of a serious disaster dur-

ing the war days.
At the Air Ministry, which resterday was a beenive of activity with elaborate preparations for the trans-Atlantic flight, there was today a sensible depression on all sides.

Wives Anxious for Trip It was at Howden, Hull, Leeds and neighboring towns, however, where lived the wives and relatives of many of the whose lives were snuffed out by disaster, that the loss was most Continued from Page One the disaster, that the loss was most keenly felt. In these places, too, were the English brides of nine of the American enlisted men who came to England for the trans-ocean flight.

The body of Lieutenant Marcus H.

ow on board a Government transport to their new homes. The American dead included two Lieutenant Little was identified members of the American Legion Lieu-tenant Little and Lloyd E. Crowell, den, while identification of Lieutenant mechanic. Several of the British vic-tenant Little and Lloyd E. Crowell, den, while identification of Lieutenant mechanic between the British Le-wallet found in the clothing. gion of former service men. Roth these organizations will be represented at the

uneral services.

Ministry, said: of the terrible disaster which has befallen airship R-38 (the British number of the big dirigible), resulting in
the loss of many valuable lives of
Americans and British, with the relatives of whom I sympathize. I shall
tives of whom I sympathize. I shall
axxiously await further information.

"GEORGE R. I.

"Chief of Royal Air Forces. People were accustomed to airships sailing quietly and safely far overhead and dispatches telling of the collapse of the dirigible caused a sensation.

Newspapers Stirred

was reflected in newspapers this morn-ing, all of them expressing profound sympathy for the relatives of the men who met death, regret over the loss of the majestic vessel and thankfulness over the narrow escape of the Bull from a terrific calamity. the narrow escape of the town of

assumed, will be of a searching charac-ter, attempts to account for the tragedy are merely speculative, but it is recalled that during a nine-hour trial trip on July 17, some of the girders in the middle of the ZR-2 showed weakness which necessitated re-enforcement. This work was done immediately at Howden. and experts believed that the weakness in the structure of the airship had been

It is now regarded significant, howthat observers below have declared that there was a buckling amidships which seemed to precede the explosions which sent the ZR-2 flaming to the earth. It is suggested that something was still lacking to make the frame of the dirigible perfectly rigid, but this point is not greatly emphasized, and the result of the investigation is being awaited.

Defend Type of Vessel

There has been recently an inclina-tion in some quarters here to oppose lighter-than-air craft as too costly and

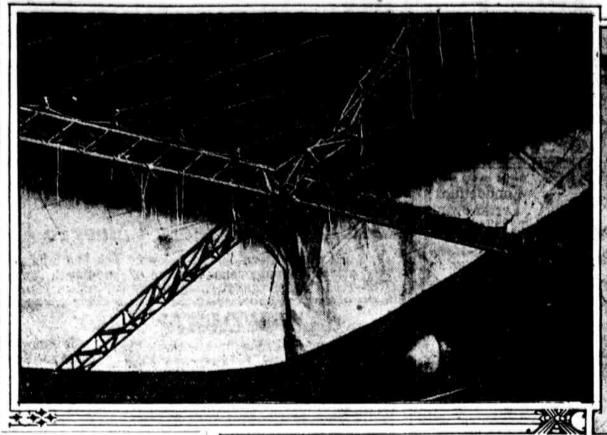
The trip of the R-34 across the Atimmense possibilities.

for success, and it will be so with the airship."

Cooper, of the investigation branch of was still filled with the Air Ministry, have gone to Hull to plosion was feared.

Admiralty, condolences to their bethe tug.
When first seen from Hull, the ZR-2
When first seen from Hull, the ZR-2
When first seen from Hull, the ZR-2

PHOTOGRAPHS OF ZR-2 CONSTRUCTION SHOWING BUCKLING OF GIRDERS



Only One American Survivor of ZR-2

American enlisted men who came.

England for the trans-ocean flight.

These young women had been eagerly Esterly, another American victim, was awaiting the time of the ZR-2's start at a mortuary, and both were being held awaiting the time of the ZR-2's start at a mortuary, and both were being held awaiting the time of the ZR-2's start at a mortuary, and both were being held awaiting the time of the ZR-2's start at a mortuary, and both were being held awaiting the time of the ZR-2's start at a mortuary, and both were being held awaiting the time of the ZR-2's start at a mortuary, and both were being held awaiting the time of the ZR-2's start at a mortuary, and both were being held awaiting the time of the ZR-2's start at a mortuary. not be held until attempts to take other bodies from the ruins have been made. ruins have been made.

May Not Recover Bodies

Harbor officials today expressed doubt As the dirigible was still British property, not having yet been turned over to the American authorities, all investigations of the calamity will be supervised by the British Air Ministry.

King George Grieved
Foremost among the expressions of condolence was one from King George, his Majesty telegraphing from Balmoral to Air Marshal Trenchard at the Air Ministry, said:

And the swift current of the Humber would carry them away.

Large quantities of wreckage were found this morning to have been floated up the river by the tide, and little was visible outside of the hull of the air-ship. A diver, who went down early this magning failed to the sair working the swift current of the Humber would carry them away. this morning, failed to locate anything 'I am shocked and grieved to hear material.

the terrible disaster which has beMen engaged in the work of salvage

Naval Physician Taylor assumed con- broken in two and was taking a tretrol of the situation for the American mendous nose Government. They are co-operating in would bring her down into the thronged Newspapers Stirred the work of recovering and identifying streets.

The impression made upon the public the bodies, and are preparing an official list of the missing.

band lived during their stay there.
Starting from Howden Tuesday morning on a test flight to Pulham, the big aircraft had been afloat for thirtyfour hours, at times in bad weather, and was returning to the Pulham air-

in peace times.
While flying at about 1900 feet over Huli spectators saw the ZR-2 suddenly seemingly buckle amidships and plunge

be known. A rumor had been affoat for some days that the ZR-2 was struc-

turally weak, but this was stoutly de-nied by all in authority.

Tens of thousands of spectators saw several men climb outside the balloon don newspapers today expressed firm and drop from the falling mass, which was enveloped in smoke, and others ture for airships. They declared that yesterday's tragic failure would not deter the continuation of experiments resterday's tragic failure would not determined that until the present stage of progress is passed and safety is established.

Jump into the Humber as the crippled craft came over the water. As the dirigible struck the wrecking above that the people had felt an earthquake shock.

The trip of the R-34

One member of the rescuing party Mr. "From such disasters as this." said that when they got alongside the works where it was built.

the London Times, "all human enterprises have risen more fully equipped asked for volunteers to board one part on the commander of Probe Cause of Crash

Commander Brooke Popham, of the debris were pulled away by means of ropes. The task was a hazardous the debris were pulled away by means of ropes. The task was a hazardous the debris were pulled away by means bleeding profusely, but was conscious. At a late hour Wednesday night he was reported as doing well at the hosport, of the investigation branch of was still filled with gas and another explictation.

investigate the cause of the disnster. A conference of Air Ministry officials was called this morning, and it considered the project of holding a public funeral for the victims, possibly in St. Paul's Cathedral, in this city.

The dispatch and the more done parachute from the airship anded on the Lincolnshire side of the river, but that the report was without confirmation.

The dispatch and the more done parachute from the airship anded on the Lincolnshire side of the airship. It was believed he was dead, owing to the peculiar position of the bady which was not recovered. An-Cathedral, in this city.

Lord Lee, of Farebam, First Lord of the Admiralty, this morning telephoned Commander Harry L. Pence, Naval Attache at the American Embassy, expressing his regret at the loss of American lives in the airship disaster. He are the and the rescue party had to return to twe since the construction of the body, which was not recovered. Another covering the people of Hull were slowly recovering today from the horror of the disaster at this old North Sea port. While the rescues were at work the balloon began to turn over ulation has been familiar with dirigibles and the rescue party had to return to twee since the construction of this type.

HOW THE ZR-2 COMPARED IN SIZE WITH BATTLESHIP

and the state of the second of the second of the second

ZR-2-695 Ft.

U.S.S. PENNSYLVANIA 608 Ft

tion of the ZR-2. This has been buckled in a laboratroy test for strength reported at the American Consulate today that they had found a body believed to be that of Commander Louis
H. Maxfield, in charge of the American contingent aboard the ZR-2, several miles below this city.

Immediately after the disaster John
H. Grout, the American Consulate totenant Pennoyer, who becomes senior
officer of the American Consulate totenant Pennoyer, who becomes senior
officer of the American detachment, and

Naval Blackston Devices of the American detachment, and

Naval Blackston Devices of the American detachment, and

Naval Blackston Devices of the American detachment, and

Improved to be that of Commander Louis
ber toward Hull. When sailing on an a southeasterly direction over the Humber toward Hull. When sailing on an a southeasterly direction over the Humber toward Hull. When sailing on an a southeasterly direction over the Humber toward Hull. When sailing on an a southeasterly direction over the Humber of such craft have been built in this the voyage in twenty-four hours.

When the stated plans had been made for the ship to sail today for Lakefor the ship to sail today for Lakefor the ship to sail today for Lakeship tion over the Humber toward Hull. When sailing on an
ber toward Hull. When sailing on an
ber of such craft have been built in this the voyage in twenty-four hours.

When the stated plans had been made for the ship to sail today for Lakefor the ship to sail today for Lakeship to the city, coming from
a southeasterly direction over the Humber toward Hull. When sailing on an
the cover keel above the city, according to
the path of the Zeppelin raiders on their
way to London, and took her share in
the voyage in twenty-four hours.

"We were making preparations for
the path of the Ponsylve was to Lakewhich he stated plans had been made
for the ship to which he stated plans had been made to takethe ship to the city, according to
the path of the American Consult. It is round in the transverse
to the he stated plans had been made
for the ship to was the of spectators, it was seen that she had

At the top on the left is shown the main framework of the ZR-2 with

the outer skin of the envelope removed, showing one of the main mem

bers buckled under a test strain. This is probably exactly what hap

pened at the time of the accident. One of the gasoline fuel tanks on its

supporting member is shown in the lower right-hand corner of the pic-

ture. The buckling of this support is thought to have torn loose one

of the gasoline tanks, starting the explosion. The etching at top

(right) shows the buckling of another main frame and longitudinal

member under crushing tests. The bulging skin back of the wire net-

work is one of the balloonettes that contain hydrogen. They were believed to have been punctured by the buckling frames. Below is a detailed view of the type of duraluminum girder used in the construc-

One of the most important recov-

No systematic search for the bodies in

apparatus has been brought here for

HOPE ATLANTIC CITY

MAN ESCAPED DEATH

Special Disputch to Evening Public Ledger

eries by the searchers was the log of

the ZR-2.

Loud. Terrific Explosion

Relatives of Dead Notified

Relatives of Dead Notified

Lieutenant Pennoyer today wired
London that the next of kin of the victims of the accident had been advised. So far as has been ascertained, when German airships wised. So far as has been ascertained, Mrs. Maxfield is still at Ambrough.

Then there came a loud explosion and the corporation pier to view the wreck-age at low tide. As the water receded it uncovered the twisted framework which had settled on a shoal like the skeleton of some prehistoric sea monstruction of rigid-type airships, but seen that had ventured into shallow water and perished.

Then there came a loud explosion and the corporation pier to view the wreck-age at low tide. As the water receded it uncovered the twisted framework which had settled on a shoal like the skeleton of some prehistoric sea monstruction of rigid-type airships, but beach; Eugene, fish merchant; Joseph, had not been thoroughly tested and found to have advantages were incorporation pier to view the wreck-age at low tide. As the water receded it uncovered the twisted framework which had settled on a shoal like the skeleton of some prehistoric sea monstruction of rigid-type airships, but beach; Eugene, fish merchant; Joseph, had not been thoroughly tested and found to have advantages were incorporation pier to view the wreck-age at low tide. As the water receded it uncovered the twisted framework which had settled on a shoal like the skeleton of some prehistoric sea monstruction of rigid-type airships, but beach; Eugene, fish merchant; Joseph, had not been thoroughly tested and found to have advantages were incorporation pier to view the wreck-age at low tide. As the water receded it uncovered the twisted framework which had settled on a shoal like the painting contractor, and William, who had not been thoroughly tested and found to have advantages were incorporation pier to view the wreck-age at low tide. As the water receded it uncovered the twisted framework which had settled on a shoal like the painting contractor. great that it wrecked windows over an Some spectators assert that the air-

or explosion was seen or heard. The the wreckage will be attempted, it was broken halves of the ZR-2 reached the announced this morning, until special and was returning to the Pulham air-dreme at the time of the disaster, which constitutes the most terrible of its kind in peace times.

While flying at about 1000 feet over

While flying at about 1000 feet over in diverting the descent of the vessel so the crowded streets.

During the full of the airship three members of the crew were observed making a thrilling parachute descent.

They dropped into the river, where they were rescued by small boats. All which is said to be much training in England for more than a training or their lives. They had no chance for escape, for the water was covered with burning gasoline and the heat from the burning wreckage was so intense that twenty-four years old. He enlisted the enlisted the enlisted the expectation of the entire that the e burning wreckinge was so intense that even the rescuers experienced the great-est difficulty in approaching for some time. Barges, trawlers and sma'l boats thronged around the debris, willing to render any possible assistance,

were among those lost on the ZR-2: Lieutenant R. S. Montague, Lieuten-ant I. C. Little and Flight Lieutenants lantic and back and the successful arrange and brought ashore survivors. Some and the famous air veterang and brought ashore survivors. man cities were cited as proofs that who were taken in ambulances to hosdirigibles were of great utility and had pitals. as Colonel Campbell, the designer, and Wacren, superintendent of the

that still was almost intact. Jumping an hour after the disaster, says a disupon the wreckage, the rescuers ripped open part of the fabric, while parts of the was badly cut the head abd

The dispatch adds that it was ru-

NAVY YARD EXPERTS LAUD CREW OF ZR-2 British Officers Here Deny Dis-

aster Will Affect Building Lighter-Than-Air Craft

British experts assigned to the navy yard here to supervise the construction of the ZR-1, sister ship to the ZR-2, today expressed the opinion that the disaster would in no way affect the prestige of the lighter-than-air craft.

They declared the accident to be one of those misfortunes that invariably attend progress and research in dangerous fields of activity.

tend progress and research in dangerous fields of activity.

A high compliment was paid to the American personnel aboard the ZR-2 by one of the officers who said: "Undoubtedly more Americans could have saved their lives if they had chosen to abandon the stations to which they were detailed in the navigation of the ZR-2. Instead they elected to stand by in an effort to save her and so lost their lives.

A high compliment was paid to the Howden.

Lieutenant Marcus H. Esterly, thirty, Youngstown, O. Married.

Lieutenant Henry W. Hoyt, thirty-one, Clearwater, Fla. Single. Had charge of lighter-than-air work with Pacific air force until sent to Howden as member of Airship Detachment at Howden.

Lieutenant Henry W. Hoyt, thirty-one, Clearwater, Fla. Single. Had charge of lighter-than-air work with charge of lighter-than-air work with large of lighter-than-air work with charge of lighter-than-air work with charge of lighter-than-air work with large of lighter-than-air work with charge of lighter-than-air work with large of lighte

Call It "Splendid Example" "It is a splendid example of the caliber of the men who are pioneering in this important field. To say we will go shead with construction and re-search, that we are not discouraged, is

the least epitaph of appreciation that we can lay on their graves."

The British officials, with the little detailed information at hand, inclined to the theory that the dirigible's mistural failure of one of the main frames. ZR-2 was seen to make just before her

collapse.

three years ago with the Naval Air Service for the duration of the war, and when released re-enlisted with the

same service at Cape May. He was sent to England a year ago last June.

His mother, Mrs. Hannah Broome, whose husband died a year ago, resides with her daughter, Mrs. Arthur L. Hughes, at 3 Woodbine terrace. A radio message received by Mrs. Broome this morning held out hove that her

this morning held out hope that her son did not perish. It said:

"Information concerning the disaster

was received by radio at the Arlington station, and it does not contain the name of your son among the casualties. It might be that your son, though a

be immediately forwarded."

turned to us." said his sister.

was always an optimist. I received

letter from him a few days ago, in which he stated plans had been made for the ship to sail today for Lake-

"It appears entirely probable," one of them said, "that when the ZR-2 made the sharp turn that is mentioned in the dispatches, the big envelope and the duraliminum framework that supported it, were subjected on one side to high compression strains and on the other to remove tension that caused the framework to buckle. This is because framework to buckle. This is because and torque wires of the outer envelope of the envelope's tendency to 'bend' on This is done in the spaces between the a quick change of course

May Never Know Cause "The cause of the fracture is con jectural and may never be determined. With the collapse of one of the main members, it is probable others were immediately involved, one as it tore loose, ripping one of the fourteen bal-

member of the airship crew, was not aboard at the time of the explosion. Further information is expected and will e immediately torwarded.

'I am trusting Charles will be reloonettes that released the hydrogen gas that subsequently exploded." "The balloonettes are constructed of goldbeaters' skin, an animal intestinal

Patentiy it was the thousand the part of the secondary which first entered people's minds vesterday when they saw the great ship in the sky and later felt the explosions which caused women and children to become hysterical and then children to be completely the seridence in England, allings and were ignited by the engine children to become hysterical and then children to be completely and the children to be of the main frame, one or more of these tanks were thrown from their

is also engaged in the fish business."

Mrs. Hughes, the sister, added that found to have advantages were incor-porated in the big ship. The ZR-2 embefore Charles went abroad he had bodies many features of design from been in an accident, the only one dur- the R-71, the latest and most successbeen in an accident, the only one during his enlistment with the Naval Air Scrvice. He was knocked unconscious by a propellor that struck him on the leg, but recovered quickly and completely. He always looked on the bright provement and elaboration of the orpolated and dealers.

side and declared he never had any iginal Zeppelin designs.
fear of navigating the clouds.

The ZR-2 principally side and declared he never had any fear of navigating the clouds.

"It is as safe as on the land where there are automobiles," he would say.

JOHN A. STEELE

Huntingdon, Pa., Aug. 25.— John
A. Steele, sixty-one years old, High charman and the construction was stronger for a given weight. stronger for a given weight.
The individual balloonettes in the

Americans Who Perished in Wreck of Dirigible

New York, Aug. 25.—(By A. P.)— The pick of the American naval lighter-than-air flyers were among the officers and men who perished on the ZR-2. Aeronautical authorities here today declared that the six officers and ten men of the United States Navy who died in the tragedy represented the best American knowledge of the construction and operation of dirigibles. The American dend are:

SAY U. S. MEN GAVE LIVES Commander Louis H. Maxfield, thirty-seven, St. Paul, Minn. Wife and two children were with him at Howden.

Little twen-ty-seven, Newburyport, Mass, Married, Distinguished himself in an attempt to save the American blimp C-5, when it was destroyed in Newfoundland.

Non-Commissioned Officers and Men

Charles I. Aller, Denver, Col.
Maurice Lay, Greensboro, N. C.
A. S. Pettitt, New York.
Robert M. Coons, Owensboro, Ky.
Lloyd E. Crowell, Charleston, S. C.
J. T. Mancock, father in London,
England.
William Julius, Los Angeles, Calif.

Albert L. Loftin, Lake Charles, La. William J. Steele, Bainbridge, Ind. George Welsh. Sister at Montelair, J. Home address given at Elgin, I., in the navy list.

encircling the bag without bracing; in the ZR-2 the bags are similarly placed. but with a greater interval, two interballoonette. The main frames of the airship take all the interior bracing and forms wires of the outer envelope. mediate frames being employed for each balloonettes, as no bracing wires are permitted through the gas bags.

Nothing to Disturb Public

"There is nothing in this unfortuante accident to disturb the public as to the efficiency of this type of airsaid one of the Britons 'Lighter-than-air navigation is an assured fact, and it takes these regret-table accidents to determine the weak nesses of the ships as we progress. The most serious and irreplaceable loss s the lives of those fine men, martyis to their profession, who carry with the United States. In addition to the them to their death immeasurably valuable trained minds and experience that to their profession, who carry with them to their death immeasurably valit is impossible to duplicate.

"The British have been building airships since 1912." he added, "and this is the first disaster with a lighter-thanir machine, in spite of the fact that he R-34, cruising in a fog, struck the lde of a hill and had her forward frame crumpled. Three of her engines were disabled, and the crippled ship drifted out to sen. The crew pluckily righted her and brought her to land with two

Duraluminum, of which most of the metal framework of the ZR-2 was con-structed, is a special alloy of aluminum and copper and is said to be the strong est material of its weight known.

Pottsville, Pa., Aug. 25.—A boom in In Morocco, according to the latest anthracite trade is indicated by in news from the fighting zone yesterday. tiries coming here, and railroads cen- The Riffians are ring in this region are preparing to to win over the Beni Zikhar tribes to There are their cause, reserve here. The Melilla peninsula has been comandle a large business. There are dixty-seven locomotives in reserve here, and railroad officiels say any amount pletely freed of the tribesmen and now is free from the possibility of surprise, of coal can be handled.

DIRIGIBLE CRASH NOT TO HALT PLANS

Will Make Experts Work All the Harder, Captain Evans Says at Lakehurst

HANGAR AS MONUMENT

Special Disputch to Evening Public Letter Lakehurst, N. J., Aug. 25.—"The disaster to the ZR-2 is a great pity. but it will make naval airmen try all the harder in pushing this phase of aircraft development.'

Captain Frank T. Evans, command. ant of the naval air station here, whe had about completed plans for receiving the ill-fated dirigible upon the completion of her trans-Atlantic flight early in September, made this comment on the fate of the ZR-2 today.

He has received no official information concerning the wreck of the huge lighter-than-air craft. "I haven't any idea what caused

it," he said. "I can't make up my mind. Apparently, it just happened. According to one of the survivors, a girder caved, but there seems to be no definite reason for the disaster."

The great steel hangar on which workmen had been working here for the last two years stands today a monument to the courage of the American naval officers and men who died at Hull yesterday.
"It is not likely that the United

States will purchase another dirigible of the type of the ZR-2." said Captain Evans, "but the construction of dirigibles will not be halted."

Captain Evans, son of the famous admiral, "Fighting Bob" Evans, had no personal friends among the crew of the wrecked dirigible, but be had met expected to leave England after August 30. They were on the field yeaterday practicing means of landing the

huge ship when the news of its destruc-Work had been rushed for weeks to omplete the airdrome, the most enormous structure of the kind in the world. Its inside measurements, with shop and office space eliminated, are 807 feet in length, 264 feet in width and 193 feet

in height. It was the intention to house both the ZR-2 and the ZR-1 in this vast hangar. The ZR-1 is now building in the United States. In addition to the lars have gone into modern equipment to fit the section for receiving the leviathan of the skies at any hour of the day or night in any kind of weather. Searchlights on the roof of the hangar, 190 feet above the ground, and floodlights, near them. floodlights near them, were to have illuminated the sky. brightening the twenty acres of the landing field, is preparation for the landing of the dirigible had she arrived at night.

MOORS LOSE FIERCE FIGHT Spanish Sald to Have Cleared Out

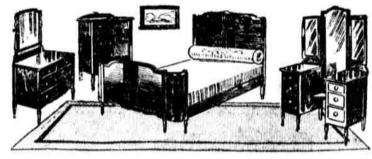
Melilla Peninsula Oran, French Morocco, Aug. 25,a violent battle with the Spanish forces

SENSATIONA

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