

Big Public Funeral Is Probable

Victims of Dirigible Disaster to Be Accorded Military Honors at London.

London, Aug. 25.—The American and British victims of the disaster to the ZR-2 at Hull last evening will be accorded a great public funeral, probably in London, it is considered certain. The air ministry today had the project under advisement and an announcement regarding it was expected at any time.

Meanwhile, all England profoundly stirred by the destruction of the giant dirigible—the greatest of all air disasters—is giving expression to its deep feeling of mourning for the victims and sympathy for those bereaved. In London the atmosphere today was somewhat akin to that which followed the receipt of news of a serious disaster during the war days. At the air ministry, which yesterday was a hive of activity with elaborate preparations for the trans-Atlantic flight, there was today a sensible depression on all sides.

Brides Waited Return.

It was at Howden, Hull, Leeds and neighboring towns, however, where lived the wives and relatives of many of the men whose lives were snuffed out by 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-oceanic flight. These young women had been eagerly awaiting the time of the ZR-2's start for America and had expected soon to follow on board a government transport to their new homes.

The American dead included two members of the American Legion, Lieutenant Little and Lloyd E. Crowell, mechanic. Several of the British victims were members of the British Legion of Former Service Men.

Both these organizations will be represented at the funeral services.

King Sends Message.

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.

Foremost among the expressions of condolence was one from King George, who telegraphing from Balmoral to Air Marshal Trenchard at the air ministry, said:

"I am shocked and grieved to hear of the terrible disaster which has befallen airship R-33 (the British number of the big dirigible) resulting in the loss of many valuable lives of American and British, with the relatives of whom I sympathize. I shall anxiously await further information."
(Signed) "GEORGE, R.I."
"Chief of Royal Forces."

Commander Brookes Popham of the research department and Major Cooper of the investigation branch of the air ministry have gone to Hull to investigate the cause of the disaster.

Lord Lee of Fareham, first lord of the admiralty, this morning telephoned Commander Harry I. Pence, naval attaché at the American embassy, expressing his regret at the loss of American lives in the airship disaster. He extended on behalf of himself and the admiralty condolences to their bereaved relatives.

Sole American Survivor Of

(Continued from Page One.)

came an explosion of either a petrol tank or hydrogen and flames immediately began to sweep the forward part of our half of the ship.

"What was happening to our comrades in other parts of the dirigible I don't know. Most of the officers and crew were amidships either seated or lying in their bunks when the girders broke. At least one man dropped through the gap made by the break. Possibly others did but probably most of them rolled forward when the airships nose went down.

"I ran back to the tail to get away from the fire in the bag. Bateman, Potter and I got into the cockpit. By this time the gas was becoming depleted and the ship was shooting down rapidly. The forward half had already beaten us toward the water. We couldn't use a parachute then as we were too low—only a few hundred feet up.

Jumped for Life.

"I saw we were going to land in the water, so I climbed on the fabric forward of the tail cup. I couldn't tell how fast we were falling, but when I thought we were going to strike, I jumped.

"I was surprised to find my feet striking the bottom. I had landed in four feet of water near shore. Both my comrades stuck to the ship and continued to cling to her as she struck. I managed to scramble aboard the wreckage and the three of us were picked up by a tug."

Disaster Claims 17 Americans

Pick of Yankee Fliers Among Those Killed in Destruction of Dirigible ZR-2.

New York, Aug. 25.—The pick of the American lighter-than-air naval fliers were among the officers and men who perished in the ZR-2. Aeronautical authorities here today declared that seven 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 dead are: Officers: Commander Louis H. Maxfield, 37, St. Paul. Wife and two children were with him at Howden, England. Commanded at naval air station in France during the war. Received cross of Legion of Honor and United States navy cross.

Lieutenant Commander Calentine N. Bieg, 30, Haverford, Pa., married. Performed destroyed duty during war.

Lieutenant Commander Emery Coll, 32, Westboro, Mass., married. Served as member of the allied aeronautical commission of control, executive official of airship detachment at Howden.

Lieutenant Marcus H. Esterly, 30, Youngstown, Ohio, married.

Lieutenant Henry W. Hoyt, 31, Clearwater, Fla., single.

Lieutenant Henry W. Hoyt, 31, Clearwater, Fla., single. Had charge of lighter than air work with Pacific air forces until sent to Howden as member of airship detachment there.

Lieutenant Charles G. Little, 27, Newburyport, Mass. Married recently in England. Distinguished himself in an ineffectual attempt to save the American blimp C-5 when it was destroyed in Newfoundland.

Non-commissioned officers and men:

Charles I. Aller, Denver, Colo. Maurice Lay, Greensboro, N. C. A. S. Pettit, New York.

Robt. M. Coons, Owensboro, Ky. Lloyd E. Crowell, Charleston, S. C.

J. T. Hancock, father in London, England.

William Julius, Los Angeles. Albert L. Lottin, Lake Charles, La.

William J. Steele, Bainbridge, Ind.

George Welsh, Elgin, Ill.

Blast Caused Many Deaths

(Continued from Page One.)

to the Humber river, carrying with her more than forty of her crew. Only one American, Norman O. Walker, a rigger, and four British—Flight Lieutenant A. H. Wann, Ernest Davies, chairman; H. Bateman, scientific assistant, and Walter Potter, mechanic, survived the disaster that in a twinkling changed the trial cruise of the airship into a ghastly tragedy.

During the hours of darkness that followed the collapse and destruction of the ZR-2, tugs stood by the wreckage and keen eyes scanned the water for any bodies that might have been dislodged by the tide that flowed over all that remained of what was yesterday Great Britain's mightiest dirigible, which officials expected to turn over to the United States navy today. It was believed that the ruins of the aerial dreadnaught held the bodies of fifteen American and twenty-six British officers and enlisted men who were engaged in the final test of the machine.

Cause Still Mystery.

All hope that there might be other survivors of the disaster was dispelled during the night. The wreckage fell only 200 yards from the shore and the six gondolas in which most of the airship's personnel was riding sank immediately to the bottom of the Humber. The men in the gondolas it was believed would have little chance to escape after the dirigible struck the water as the weight of the engines and machinery quickly carried the ruined structure beneath the water. Experts here were at a loss to account for this greatest of peace time air disasters.

Residents of Hull who were watching ZR-2 when her cruise came to its sudden and tragic end declare that it seemed when the craft attempted to make a sharp turn during a speed test, some of her girders buckled and broke. Some members of the crew appear to have this same idea of the cause of the accident.

Charles Harrison Brown, of the United States army flying force, was an eye witness of the disaster.

swam along the keel. I secured the body of one man and turned it over to the boatmen, but could find nothing else."

Two Americans Found.

The body of Lieutenant Charles G. Little, one of the American officers, was today at the Hull infirmary where he had after being removed from the wreckage of the

ZR-2. The body of Lieutenant Marcus H. Esterly, another American victim, was at a mortuary and both were being held pending an inquest, which probably will not be held until attempts to take other bodies from the ruins have been made. Harbor officials today expressed doubt that many bodies would be recovered unless

they were held fast to the wreckage or were imprisoned in the gondolas. They said they feared the tide and the swift current of the Humber would carry them away.

Large quantities of wreckage were found this morning to have floated up the river by the tide and little was visible outside of

the hull of the airship. Maxfield's Body Recovered. Men engaged in the work of salvage 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 consul; Lieutenant Pennoyer, who becomes senior officer of the American detachment, and Naval Physician Taylor assumed control of the situation for the American government. They are co-operating in the work of recovering and identifying the bodies and are preparing an official list of the missing.

Lieutenant Pennoyer telegraphed London that the names of the victims of the disaster had been ascertained. Mrs. Maxfield is still at Ambrough, near Howden, where she and her husband are during their stay there.



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