

Sky Pilot Is Due Friday; Two More Racers Killed

Maynard Flies Over Rockies at 110 Miles, Then Makes Amazing Speed of Nearly Three Miles a Minute

Wyoming Crash Is Fatal

Lieut. Kirby and Lieut. Miller Lose Way in Snowstorm and Fall to Earth

Leading the entire field in the great 5,402-mile transcontinental air race, Lieutenant Belvin W. Maynard, the famous "flying parson," is tearing through space toward this city at a tremendous clip.

In a magnificent demonstration of flying yesterday he drove his De Havilland 4 at terrific speed across the treacherous mountain ranges of Nevada, Utah and Wyoming. In the rarer air above the giant peaks of the Rockies and the Wasatch range, he tore along at an average speed of 110 miles an hour through rain squalls, haze and mist.

Nearly Three Miles a Minute

From Cheyenne, Wyo., to Sidney, Neb., Lieutenant Maynard, aided by a stiff wind, flew at record-breaking speed, covering the ninety-three miles between the two towns in the phenomenal time of thirty-three minutes—almost three miles a minute, or 169 miles an hour.

He has now covered 3,800 miles and has 1,602 miles still to fly. With the wind behind him he has a good chance to land at Bryan, Ohio, by sundown tonight. Should he do so he will amply double the time of the previous record at Roosevelt Field about 2:30 tomorrow afternoon, as he predicts.

Another disastrous crash in the Wyoming mountains late yesterday resulted in the death of the two aviators in airplane No. 44. This makes a total of nine deaths directly due to the race, two fatal crashes having occurred to machines on the way to the starting points just before the start.

Pilot and Observer Killed

Lieutenant French Kirby, pilot of the machine, was killed instantly, and Lieutenant Stanley C. Miller, his observer, expired before medical assistance could be rushed to the scene of the accident.

The plane, a De Havilland 4, entered from Hazelhurst Field, Long Island, fell from an altitude of 200 feet while Kirby was attempting a forced landing on a small field on the Kirby ranch, between Castle Rock, Utah, and Evansville, Wyo.

Lieutenant Kirby was far off his course, evidently having lost his position in the snowstorms encountered after leaving Rawlins. The machine was flying high over the ranch when the engine suddenly stopped. The manager of the ranch reports that Kirby immediately began to glide down and, when 200 feet above the ground, the machine banked sharply and then dived straight to the ground. He was undoubtedly endeavoring to "sideslip" into the small landing field.

Physicians Arrive Too Late

By the time the ranch hands reached the machine Lieutenant Kirby was dead. Lieutenant Miller was still alive, and medical assistance was sent for, but before physicians could arrive the unfortunate aviator expired. This is the third fatal accident to a De Havilland plane caused by "sideslipping" into small landing fields.

Captain L. H. Smith, the leading San Francisco entry, was eliminated from the race last night after landing at Buffalo. He had succeeded in beating Major Spatz, who left Mineola on the return flight before him, but after he had landed his machine caught fire and was destroyed.

Early yesterday afternoon the intrepid Lieutenant Maynard successfully negotiated the longest and most difficult lap in the great race. This was the 24-mile course across the mountain ranges, which reach an altitude of 12,000 feet, between Salt Lake City and Rawlins.

Winds Now Favor Maynard

From Salt Lake City to Sidney Maynard broke all records.

From now on smoother flying conditions face Lieutenant Maynard and, with prevalent winds in his favor, there is every possibility he may increase his average speed to 150 miles an hour. This would bring him into the Roosevelt Field, Mineola, for the finish of the race on Friday afternoon.

Spurred on by the remarkable flying of Lieutenant Maynard, two of the eastbound entries started out on the return flight from Mineola to San

16 Airmen Have Flown Across the Continent

At the conclusion of the seventh day of the great 5,400-mile transcontinental air race the standing of the contestants was as follows:

Actual starters, 63 (48 from Mineola, 15 from San Francisco). Eliminated from race by various causes, 23.

Contestants who have finished first, 2,700 miles, 16.

Contestants now flying on final 2,700 miles, 3.

Contestants flying on first 2,700 miles, 25.

Three More Cross Continent

Three more contestants completed the first 2,700 miles of the double "cross-country" flight yesterday, two arriving in San Francisco and one in Mineola.

Lieutenant H. W. Sheridan and Lieutenant Colonel John N. Reynolds, both piloting De Havilland 4s, arrived at the Presidio flying grounds, San Francisco, within one minute of each other to continue in the race. Reynolds was the first to arrive, the wheels of his machine touching the ground at 10:55 a. m. Major J. C. Bartholf, in a single-seater SE-5, arrived at Roosevelt Field at 5:28 last night.

These three arrivals brings the total number of contestants who have crossed the country one way in this race up to sixteen. Three of these are now flying on the second 2,700 miles of the air contest.

Lieutenant W. R. Taylor, in the Italian single-seater scout SV-A, is trailing along last among the west-bound flyers. He was reported reaching Rock Island, Ill., yesterday.

Lieutenant J. G. Williams, in a DH-4, with Lieutenant J. L. Hitt as observer, was eliminated from the race at Pacific Junction, Iowa, yesterday. He attempted to make a landing in a dense fog, but damaged his plane to such an extent that it cannot be repaired in time to continue in the race.

Flies 136 Miles in 56 Minutes

Lieutenant Maynard made the trip from Bryan, Wyo., to Cheyenne, a distance of 136 miles, in fifty-six minutes. He reported encountering several snowstorms. He left Cheyenne for Sidney, Neb., with a high wind at his back, and said he expected to make the distance of ninety-three miles in record time. He said he expected to make New York City by Friday.

A reception in his honor had been planned for last night by officers at Fort Russell, but he refused to stay, wishing to make Sidney before night. He was in the best of spirits and was still accompanied by his German police dog.

Flying alone in an SE-5, Major Bartholf, sixth of the San Francisco starters to reach the Atlantic Coast, landed at Roosevelt Field at 5:28:03, after being held at Binghamton for more than twenty-four hours by bad weather. In the mist Major Bartholf failed to see Major Carl Spatz and Captain Lowell H. Smith, who put off from Roosevelt Field at 2:28 and 2:31 respectively, on the return journey to the Presidio at San Francisco, and whom he must have passed somewhere between here and Binghamton.

Wife and Mother Waiting

Major Bartholf's wife and mother, the latter the widow of Lieutenant Colonel John Bartholf, of Plattsburgh, N. Y., were on the field all afternoon anxiously awaiting the arrival of the aviator. They were calm until Major Bartholf's machine dove into sight and began to circle uncertainly over the three aviation fields, in apparent indecision as to just where to land.

"Mercy, I hope he doesn't land in Hazelhurst!" exclaimed the aviator's wife.

Colonel Archie Miller and other officers of the field joined with the wife and mother and newspaper reporters in waving hats and handkerchiefs at the aviator. He saw them and rapidly brought his machine down, after he had circled over the three fields for eight minutes. After greeting members of his family and receiving the congratulations of Colonel Miller, Major Bartholf asked how much time he had before he was due to start back.

Will Fly to Football Game

On being told that he had ninety-six hours exclusive of Sunday he asked and received permission to fly to Boston Saturday to see the Harvard

football game, flying back Sunday. Major Bartholf is a Harvard man.

Colonel Miller asked by Colonel Miller if he wanted another machine, replied:

"No, I have got a friendly feeling for this old bus."

Major Bartholf asked Major Bartholf if he wanted to fly back across the continent and he replied that he did and then asked how the other flyers felt about going back.

"After they have been here a day or two they are raving to go," replied Colonel Miller. "Some declared on arrival that they would not fly back under any conditions, but they are on their way back now."

Spatz Takes the Air

Major Spatz has been waiting on the field since 10 o'clock this morning for word of favorable weather conditions near Binghamton and Port Jervis. Word came that the weather was clear at Binghamton, but cloudy at Port Jervis. While Major Spatz was considering whether to start or not Captain Smith flew over the field from Hazelhurst. Major Spatz figured that Captain Smith was going to start on the return journey, so he summoned Sergeant Emmett Tanner, his passenger, and, while the mother and father were wishing him good luck, he made his "hop off." Captain Smith alighted on the field, went over to the tent where the pilot books are kept, had his book checked up and followed Major Spatz. First Lieutenant Francis W. Ruggles was his passenger.

Postal Efficiency Nearly Miraculous, Burleson Declares

Answers Critics by Placing Blame for Shortcomings of Department on War; Denies 'Arbitrary Actions'

ATLANTIC CITY, Oct. 15.—Postmaster General A. G. Burleson today took advantage of his first public speech since becoming a member of the Wilson Cabinet to answer the numerous critics of his department.

He divided his critics into two classes—those who find fault through ignorance and those who are influenced by ulterior motives. When he got down to telling the facts about the Post-office Department he said it was "remarkable in development, wonderful in organization, and that its standard of efficiency borders on the miraculous."

The address was made at the opening session of the convention of the American Hardware Manufacturers' Association at the Marlborough-Blenheim Hotel. About 2,000 delegates are present.

Puts Blame on War

"When the entire world was readjusting itself to war," he said, "when our splendid railroad system broke down completely, it is any wonder that there was some slight disarrangement of the postal service? Yet there were people who complained that they didn't receive their mail with regularity. I don't blame them for complaining. It is human, but it is unjust."

Because of the loss of men through enlistment and the sending of mailmen to cantonments for postal service, he said, the machinery of the department had been subjected to a great strain.

"In one month also there were 27,000 missed train connections," said he.

For the Treasury, Mr. Burleson said, his department distributed tens of thousands of tons of Liberty Loan propaganda, sold 82 per cent of all savings stamps, sold and distributed new tax stamps, which included the auditing of 50,000 accounts. The postal service also distributed millions of questionnaires and acted as a recruiting service for the War Department, aided in making the food conservation measure effective and played a leading part in administering the espionage act and registering alien enemies.

"Exclusion of seditious matters from the mails was a very unenviable task," Mr. Burleson said feelingly. "I was denounced as suppressing free speech, as an autocrat and Prussian, but I moved on in the even tenor of my way, performing my duty with moderation, exercising no arbitrary power whatever, but enforcing the law as written."

"It is a great satisfaction that in every case where my action was controverted the courts have upheld me."

Free Synagogue Upholds Dr. Wise On 'Garyism' Issue

Church Council Votes Vindication and Sustains Him in Free Expression of His Views From the Pulpit

Vindication for Dr. Stephen S. Wise in having preached in a sermon at the Free Synagogue in Carnegie Hall that "Garyism is the most prolific breeder of revolutionary and Bolshevist sentiments in the land" was voted last night by the synagogue's executive council.

Confronted with Dr. Wise's offer to resign as chief rabbi because he said members of his congregation had threatened to withdraw on account of his attack on Judge Elbert H. Gary's Word came that the weather was clear at Binghamton, but cloudy at Port Jervis. While Major Spatz was considering whether to start or not Captain Smith flew over the field from Hazelhurst. Major Spatz figured that Captain Smith was going to start on the return journey, so he summoned Sergeant Emmett Tanner, his passenger, and, while the mother and father were wishing him good luck, he made his "hop off." Captain Smith alighted on the field, went over to the tent where the pilot books are kept, had his book checked up and followed Major Spatz. First Lieutenant Francis W. Ruggles was his passenger.

Hundreds of persons had written to the synagogue defending Dr. Wise's position. One of the seven members of the congregation who had threatened to withdraw wrote that he had reconsidered and added: "With respect, I say I would rather be with a man strongly wrong than with a man weakly right."

Frederick L. Guggenheimer, the executive secretary, said that letters had come from employers, lawyers, union men, rabbis and non-Jewish preachers demanding that free speech in the pulpit be sustained.

The resolutions adopted read: "As a result of a recent address delivered by Dr. Wise on a phase of the existing social and industrial unrest there arose considerable comment both in the public press and among the members of the congregation with respect thereto."

"So far as the Free Synagogue is concerned, the only question which was or can be raised by reason of Dr. Wise's recent utterances and the comment arising therefrom is as to the right of the rabbi to the pulpit to express his views on the principles of truth and ethical and spiritual questions."

The executive council of the Free Synagogue, believing that it speaks for practically the entire membership of the congregation, affirms and approves not only the right but the duty of its rabbi to speak the truth as he sees it upon any question, whether it be religious, spiritual, social or political, and it reaffirms and restates the principle upon which the Free Synagogue was founded in the words of its original constitution, to wit:

"Believing that the power of the synagogue for good depends in part upon the inherent right of the pulpit to freedom of thought and speech, the founders of the Free Synagogue resolved that its pulpit shall be free to preach on behalf of truth and righteousness in the spirit and after the pattern of the prophets of Israel."

"In reiterating the principles on which the Free Synagogue was founded, the executive council does not attempt to express the views of the membership as to the timeliness of his address or as to the merits of its content."

Besides Mr. Straus and Dr. Krenkel, the members of the council present were Edward Davis, Samuel Sarnet, Charles E. Bloch, Frederick L. Guggenheimer, Walter S. Heilbron, H. M. Kaufman, Joseph M. Levine, G. Levor, Morris May, D. K. Moses, Benjamin Schloss, Israel N. Thurman, Edmund Uhry and M. E. Wormser.

Sinn Fein Convention At Dublin Prohibited

DUBLIN, Oct. 15 (By The Associated Press).—An order was issued tonight, signed by the Chief Secretary and the commander in chief of the forces in Ireland, prohibiting the assembly in Dublin city and county of the Sinn Fein, Irish Volunteers and Gaelic League.

The twelfth annual convention of the Sinn Fein had been fixed for commencement at the Mansion House, Dublin, to-morrow morning.

Army Food Sales In Public Schools To Stop October 27

Federal Store Offers Bacon at Five Cents a Pound Less Than City's Price; More Canned Goods Arrive

Sale of army surplus foodstuffs at public schools will end October 27, Dr. Jonathan C. Day, Public Markets Commissioner, announced yesterday. Commencing the first of next week, arrangements will be made to gradually stop the sales. It is estimated that \$3,000,000 worth of commodities will have been sold. The Commissioner said, that, despite the strike, he had a large load of canned goods moved to East Sixty-fourth Street from Port moved to-day, he said. Ninety-thousand pounds of canned bacon have been installed in the schools. Yesterday's sales totaled \$36,000.

Bacon at \$2.75 a 12-pound can, 50 cents below the price charged by the city, was placed on sale at the army retail store at 22 West Nineteenth Street yesterday afternoon. Only one can was sold to each customer. Captain Jeffrey Peterson is planning to install a full line of army surplus foodstuffs as soon as the strike situation is cleared. The food will be sold at prices lower than those asked by the city at public schools. No overhead charges are added at the army's store.

Three steam trawlers carrying 400,000 pounds of fish reached New York city yesterday. Haddock, which predominated, will be sold from carts and stalls under the direction of the Department of Public Markets for 8 cents a pound, as well as by retailers in various parts of the city. They are already cleaned.

Arthur Williams, Federal Food Administrator, said last night that he is satisfied with the reductions in the shoe and clothing prices here. Dealers, by publishing prices in advertisements, are themselves creating a fair price list and are giving consumers an opportunity of learning where they can obtain goods at comparatively low prices. He received from Colonel Michael M. Friedman, chairman of the Fair Price Committee's sub-committee on drygoods, clothing and shoes, copies of advertisements which offered goods for men and women at surprisingly low prices.

Berlin Municipal Clerks Start Strike for More Pay

BERLIN, Oct. 15 (By The Associated Press).—Berlin experienced a new brand of strike yesterday, when 15,000 clerical workers in the municipal offices went out demanding higher pay. Among the departments directly affected were the bread card distributing bureau, with 246 branches; the coal, milk, butter, fat and meat control departments and the municipal savings banks.

The movement is said to have originated in the ranks of the auxiliary workers, who are dominated by the radical element. The City Council held an emergency session to devise means for keeping the city's food and fuel organization in operation.

From Generation to Generation

Every individual has his day and generation, but the existence of this trust company is perpetual. It was established almost thirty years ago and already it has begun to handle, for the benefit of a second generation, the trusts created by the first generation of its clients.

There is a certain advantage in having an estate looked after continuously by an organization which has been so thoroughly familiar with its affairs.

FULTON TRUST COMPANY OF NEW YORK
Established 1890
Member of Federal Reserve System
Singer Building
149 Broadway

Women's Fur-Trimmed and Tailored Suits at \$57.50

Exact reproductions of the choicest models received from Europe this season, offered at this special price because of a very unusual trade opportunity. The high standard of the needlework of each model is at once expressive of the rarest skill in tailoring.

Good selection of fur-trimmed and tailored models for all figures developed in tinseltone, silvertone, duvet de laine, velour, suede cloth, broadcloth, fullwool, chevrons, Oxfords and twill back velveteen. The furs used for embellishment are Excellent Quality French Seal and Nutria. Fourth Floor.

On Sale This Morning

Women's Silk Tricolette Frocks

Regularly \$69.50 to \$85 at \$43.50

The remaining stock on hand of a leading dressmaker together with similar models from our regular stock that have been selling at \$69.50 to \$85. Developed with rare skill in silk tricolette, beautifully hand-embroidered. Not all sizes in each style, but your size is here in one of the many beautiful models included. The colors: Brown, taupe, navy blue and black. Fourth Floor.

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Broadway **Saks & Company** at 34th St.

Have Especially Prepared For Thursday on the Fourth Floor—

A SALE OF 300 Women's Winter Coats

in handsome tailored and fur-trimmed models

Special at \$29.50

Considering the present scarcity of materials and labor, such an offering is nothing short of phenomenal. The styles are in straight line effects, belted and semi-belted models, carefully fashioned of soft, rich wool velours, silvertones, pebble chevrons and pom pom cloths in Taupe, Brown, Reindeer, Navy Blue, Pekin and Oxblood

Each coat fully lined and warmly interlined. Sizes 34 to 48. None can be sent C. O. D., exchanged or on approval.

A Special Purchase Makes Possible Today

A Sale of Girls' Serge Skirts

Reg. \$3.95 and \$4.25 At \$2.95

Worn with the practical Middy—as pictured—they make a complete costume at little cost. Smart pleated models, produced in navy blue wool serge, and colorful all wool plaids. Sizes 6 to 16 years.

Also—A Fine Collection of Girls' and Misses' Middy Blouses, Special At \$1.95

Practical school "middies," and more elaborate models, some with collars of flannel, others braid-trimmed or tailor stitched. Made of white or blue Drill—very serviceable, and one of the finest "wash" fabrics loomed. Nothing Like Them Anywhere at \$1.95! Second Floor.

Strictly Limited to Thursday and Friday

A Very Important Sale of Women's Fur-Trimmed and Tailored Suits at \$57.50

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THE NEW Regalste & C. B. CORSETS

for women and misses are now shown in very extensive variety in the Saks Corset Department.

These fine corsets have the confidence of America's best dressed women because of their very superior construction, and many exclusive health features.

Prices: Regalste Corsets \$5 to \$25 C. B. Corsets \$1.50 to \$8.50 and the entirely new Regalste "Slenderlook" Corsets \$6, \$7 and \$12 Third Floor.



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The Store is closed at 5 P. M. daily

B. Altman & Co.

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for Afternoon and Evening Ready for wear or made to order in the Department for Imported and Special Costumes on the Third Floor

UTUMN'S advent finds the well groomed New Yorker again obedient to the Sundown Law of Style.

The dinner coat and evening dress dot theatre audiences, restaurants, hotels.

These stores are ready. Here are models so thoroughly proper as to suit the most critical.

And the shirts, waistcoats, reefers, neckwear, gloves and jewelry that one requires.

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