

Dancer and Husband Forbidden to Enter U. S.



Flock in Tears When Pastor Says Farewell

The Rev. Henry Knight Miller, of Hanson Place M. E. Church, Brooklyn, Quits to Take Business Post

Emotional Strain Great Choir of 100 Breaks Down and Entire Congregation Sobs Him a "Godspeed"

In the midst of a remarkable emotional demonstration, the Rev. Henry Knight Miller bade farewell last night to the congregation of the Hanson Place Methodist Episcopal Church, Brooklyn, and to the ministry.

Widely known as being radical in his views and outspoken in his opinions, Dr. Miller decided to leave the church for business. He has accepted a position with a \$1,000,000 automobile concern, the Lighthouse Rim Corporation. He also is the newly appointed president of the New York Institute of Applied Psychology. His severance with the church and his association with business should not be regarded as the light of a mercenary change, he told the congregation. He goes under urgent pressure from these interests and because he feels that the cause of applied psychology should be furthered.

"I am leaving on the best of terms with all my people," he said after preaching his farewell sermon last night. "We are in the greatest harmony. There has been no trouble of any kind and it is a real grief for me to make this change."

The emotion displayed by the congregation that packed the building seemed to bear this out. During his sermon, which was graphic and allegorical, sobs were heard all over the church, and when the time came for Dr. Miller to read his resignation, stating his reasons for leaving, women broke down and wept openly and men furtively wiped their eyes. A broken, trembling chorus of "God Be With You Till We Meet Again" from the choir stalls at the conclusion of the sermon. Not even the efficient choir of 100 voices, built up by Dr. Miller, was equal to the strain, and when the benediction was pronounced everyone was in tears. They crowded around to wish the retiring pastor godspeed.

Dr. Miller, still a young man, has been in the ministry for seventeen years. He first preached at Ocean Grove, N. J., when he was thirteen, and again in Ohio as a licensed but not ordained preacher at sixteen. He has been with the Hanson Place Church for the last five years and has had a crowded church all that time. His income of the stage, and he has had numerous offers to go into business. At times there has been criticism among the more conservative of his flock at the unconventionality of his views. He is an ardent champion of the stage, and challenged Dr. John Roach Straton to a debate when the latter made his sweeping denunciation concerning immorality in the theater. He constantly has attacked the prohibition amendment, in the press, pulpit and on the platform. Recently he gave his pulpit to Mrs. Harriet McCollum, honorary president of the Institute of Applied Psychology, who gave a series of lectures on that subject.

In informing his congregation that he was leaving, Dr. Miller said he had a sense of peace in feeling that he was doing the right thing. His understanding of the whole matter was hardly clear, he said, but he knew that for years he had been fighting a tremendous battle and that he had now come to an epoch in his life. He is a poet, and a kindred field of effort, he believes, has taken him in the summer to make up his mind to leave the church.

THE TRUTH
"is also found in frank confession of error"

The Tribune will be glad to receive and publish corrections of inaccuracies in its columns.

F. B. Reutscher, president of the Wright Aeronautics Corporation, of Paterson, N. J., corrects a statement appearing in an Associated Press dispatch from Mount Clemens, Mich., published in The Tribune yesterday. The dispatch stated that Bert Acosta drove a Bee Line racer at a rate of 213 miles an hour, and added: "The Bee Line racer is a monoplane, with a 380-horse-power aero marine motor." Mr. Reutscher says: "The Bee Line racer driven by Acosta is not an aero marine motor of 380 horsepower, but a Wright H-3 superlighter, which develops 400 horse-power. This engine is the product of years of development at the Wright plant, and is the standard pursuit plane of the United States Navy. We believe that we can make better than 213 miles an hour with this machine, and hope to set a new world record with it."



Isadora Duncan and Serge Essenine, Russian poet, are shown above. They were married abroad recently and, as the dancer thus forfeited her American citizenship, she and her husband were barred from entry yesterday when they arrived on the steamship Paris, of the French Line. She is also shown in one of her classic poses.

Furniture Piled in Hallways As Holiday Hampers Movers

Unprecedented Confusion Because Sunday and Yom Kippur Occur During October First Transfer Season; Many Take Smaller Places

October first came and went with a minimum of moving. It never fell more awkwardly from the householder's point of view. None of the storage companies would work yesterday, to-day is a Jewish holiday, and only those who were fortunate enough to get moved on Saturday have avoided losing a precious week end.

The confusion between incoming and outgoing tenants has been almost unprecedented. Furniture was lying heaped in alleys and on landings yesterday, where the incoming tenants were successful in getting moved, but the outgoing family was left stranded.

All the storage companies were working yesterday until late Saturday night, anticipating Sunday and the holiday. Since a large percentage of the moving tenants are Jewish, the problem is aggravated and it will be Tuesday or Wednesday before the customary October 1 transition is accomplished.

Miss Duncan And Husband Barred by U. S.

(Continued from page one)

While the Paris was steaming up the bay Mr. Essenine, whom the dancer married in Russia eight months ago, admired the beauties of the New York skyline. He saw it for the first time through the late afternoon haze, and being a poet went into raptures. As Miss Duncan speaks but little Russian and her husband speaks nothing else it fell to the lot of the secretary to stand by and translate the husband's Russian into French, with which Miss Duncan is conversant. During the voyage, according to some fellow passengers of Miss Duncan, the author interpreter had been hard at work sitting between the couple to assist in the conversation between man and wife.

Miss Duncan expects to appear here with her Moscow young women class of dancers. Her impresario, S. Hurok, said he would appeal to Washington for Miss Duncan's immediate release. Among others arriving on the Paris were a group of professors of the Medical University of Strassbourg, brought here by the invitation of the Rockefeller Foundation; Prince de Bearn, Charge d'Affaires of the French Embassy in Washington; Frederick Roy Magin, general manager of the Associated Press, and B. Matthieu, Chilean Ambassador in Washington.

Benjamin H. Namm, Brooklyn merchant, and formerly major in the 5th Regulars, arrived with Mrs. Namm from a four months' tour of France, England, Switzerland and Italy. In Paris he was received, both by Marshal Poch and Marshal Joffre, the latter requesting him to bring back a message of greeting to the people of Brooklyn, who had presented the Marshal with a jeweled sword of honor when he visited this country. "Please tell them," said Joffre, "that

Entries for Sea Race Lag With Mayflower Out

Henry Ford the Only American Craft, While Canada Has Three Boats Built for the Classic

Bluenose Has Opposition

Canada and Mahaska Both Are Likely Contenders in the Elimination Trials

By Frederick B. Edwards
The elimination by trustees' decision of the Boston schooner Mayflower from the international fisherman's race leaves the entry list decidedly lopsided.

The American elimination races, which will be held at Gloucester during the second week of October, will see only one new entrant, the Henry Ford. On the other hand, the Canadian eliminations will present three speedy boats, each of which was built since the fisherman's race was instituted and designed with at least one eye on the race.

Gloucester generally concedes that the Henry Ford will almost certainly be the American representative in this year's series. Gloucester admits that the Mayflower could have beaten the Ford, and that the Puritan, which was lost off Sable Island early this summer, also could have turned the trick. Cap'n Ben Pine avers stoutly that the Puritan could have shown the Mayflower a full view of her stern, but Cap'n Pine must not be taken too seriously. He owned a large slice of the Puritan and he loved her.

"The loss of that boat took years off my life," Cap'n Pine said recently.

New York Craft Entered

In place of the Puritan the Elizabeth Howard, of New York registry and Gloucester ownership, will be entered. The Elizabeth Howard is being raced more for the sentiment of the thing than for any practical reason. To begin with, she is a knockabout, and no boat without a bowsprit can be expected to have the foot of a ship rigged as is the Henry Ford. The P. Manta and perhaps a couple more of the older type of Gloucesterman will be sailing the course with the Henry Ford and the Elizabeth Howard, but none of these is conceded by the wisest wisecracker even an outside chance to beat the Ford.

The Henry Ford, according to Gloucester, would give the Bluenose a pretty race for the cup, and the prize money. The two boats are built on similar lines and have almost identical sailing characteristics. Both are broad in the nose and on an even keel push the water aside rather than cut it. It is one of Captain Angus Walters' great griefs that his Bluenose throws up so heavy a wave when the wind is light. On the other hand, put either the Ford or the Bluenose with one rail under, and it is capable of walking away from almost any opposition. If the Ford wins the American trials, and the Bluenose is again the Canadian choice, the resultant race should be a classic.

Bluenose Has Two Rivals

It is by no means as certain as it is assumed to be here that the Bluenose will be the Canadian representative. Nova Scotia has turned out two others besides the Bluenose since the race was organized, the Canada, which flopped dismally last year, and the Mahaska. The Canada, which looks more like a yacht than either the Mayflower or the Bluenose, was built at Shelburne, N. S. Her failure to make a better race of it last fall was a bitter disappointment to her sponsors, but it is generally conceded that the fault was not so much with the boat herself as with the way she was rigged and sailed. Presumably she will go to the races this year with a new suit of sails and a different trim, and in this event she may prove to be a surprise to the Lunenburg contingent.

There remains the Mahaska, the mystery ship of the Canadian fleet. This schooner was built by Smith & Hubbard at Lunenburg, and has done her turn on the Banks with the rest, so presumably will be eligible for the Canadian eliminations, according to the Halifax trustees' best judgment. The most significant thing about the Mahaska is that it is virtually impossible for an outsider to gain any information whatever about her sailing qualities. Halifax experts concede that she is a speedy ship, but when an attempt is made to pin them down to detail they talk blandly about the weather or the evil ways of the Americans who are trying to slip one over on the unsophisticated Nova Scotians by persuading them against their will to accept the Mayflower's entry. This may mean that the Mahaska is really an unknown quantity in Nova Scotia; on the other hand, it may mean that the Mahaska is the real dope for the big race.

Bluenose Backers Worried

The Bluenose camp is uneasy about something, beyond any question. Before the Mayflower controversy pushed its way forward there was a fierce agitation in Nova Scotia on the subject of whether or not the Bluenose should be required to defend her hard-won honors in this year's elimination races. The supporters of the Bluenose contended that having won last year she was entitled to be excused from this fall's eliminations and should be required to race for the ways of the American trophy only if she is another Nova Scotian turned up which appeared to have won a right to special consideration. This argument was quashed, and last year's winner will have to fight it out again in the eliminations; but the fact that the argument was made appears to indicate that the 1921 winner is not any too anxious again to buck the fast in the feet in a free-for-all contest.

On this side the border, however, sailing men are chiefly concerned with the sorry circumstance that while the Canadians will send three new type vessels to the trial race—the Bluenose, the Canada and the Mahaska—

'Oo-La-La,' Says Woman Paying \$420 in Pennies

GREENWICH, Conn., Oct. 1.—A keg containing 42,000 pennies was received last night by a local taxicab company here who said it had been sent in payment of a bill by Mrs. R. L. Hunton, of 25 Fifth Avenue, New York City. The taxicab company asserted that Mrs. Hunton owed \$420 for taxicab service.

A dollar for expenses incident to collecting the bill also was sent, with a photograph of Mrs. Hunton, with the words "Oo-la-la!" written underneath.

The United States will have only one new boat in the race—the Henry Ford.

Gloucester Set for Race, Trials to Start Oct. 12

Committee Telegraphs Halifax Trustees It Is in Accord With All Plans for Event

Special Dispatch to The Tribune
GLOUCESTER, Mass., Oct. 1.—All Gloucester is happy to-night. The doubts and fears of the last few weeks have been dispelled from the minds of the Cape Ann folk by the text of the telegram to Halifax made public to-day. W. J. Innes, chairman of the Gloucester race committee, sent a telegram to the chairman of the Halifax trustees, informing him that the Gloucester committee was in accord with all plans made for the race. The Gloucester elimination races will start October 12.

The races will be held off Gloucester on October 21, 23 and 24. Secretary of the Navy Denby has accepted an invitation to be present. Wilnot A. Reed, secretary of the American committee, to-day received the following telegram from H. R. Silver, chairman of the board of trustees: "As the only probable amendment to the deed of gift is a measurement rule embracing displacement, which in any case would not apply to vessels already built, the trustees are of the opinion that in justice to our fishermen and all those who wish the international race continued as originally planned and mutually agreed upon by representatives of both American and Canadian committees, the international race should be sailed this year, and expect your hearty co-operation to make it a success. Our elimination

race takes place October 7, and the local race committee has made all arrangements and will have a defender at Gloucester for the international series."

As things now stand the elimination races will find the Henry Ford, the Yankee, the Howard, the L. A. Dunton and probably one of the Marshall schooners fighting for the honor of challenging Bluenose's right to retain the Halifax trophy another year. There may be some changes in this list as October 12 draws near.

HALIFAX, N. S., Oct. 1.—The attitude of the Halifax trustees in excluding the Mayflower from competition in the international races has occasioned considerable criticism among sportsmen here.

The spirit of the sport has waned to a noticeable degree, observers declare, as a result of this ruling. It is said that at least half of Halifax and Nova Scotia wanted the Gloucester schooner in the races. One instance of this sentiment was shown in a current report of a Halifax firm's refusal to contribute to the race fund. The firm said that it could not do so in view of the fact that the trustees had decided to bar the Mayflower, characterizing the ruling as a "most unsportsmanlike procedure."

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