

CHAMBERLIN IS SIGHTED OFF HALIFAX

Think Fiend Set Two Fires in Township

EWING BARN AND SCHOOL ARE GUTTED

Blazes Break Out Simultaneously in Prospect Heights Buildings

GIRLS' ASSAILANT IS SUSPECTED OF DEED

Two fires, believed set by a pyromaniac, broke out simultaneously in Prospect Heights, Ewing Township, at 4 o'clock this morning.

The township is roused to a high pitch. Gossip and speculation based on the fires and the attempted assault of two girls in the same vicinity have given rise to the belief that a madman is roving the Prospect Heights section.

A workman walking along the Ewing Road discovered the blaze in the barn and garage, located on the premises of Herbert W. Crisp, near the intersection of the Ewing Road and Prospect Street.

He ran to the headquarters of the Prospect Heights Fire Company and turned in an alarm.

The firemen started the school through a class room window. The heat in the upper levels and the density of the smoke forced them to crawl on their hands and knees to the blazing auditorium.

The auditorium, an enclosed room in the middle of the brick building, was filled with smoke. Gas masks were used by the men who ventured into the room.

The stage and its furnishings, including a piano, were in ruins when the blaze was finally quenched. Damage is estimated at \$10,000.

Bungalows around the Crisp barn and garage were threatened by the blaze that wiped out those two structures.

The closest of the little homes, in which a family while the barn was going up in flames, was saved by a thick growth of trees.

One of the Prospect Heights firemen is said to have reported seeing a man slip from a window of the one-story school building as the fire apparatus drew up. The report could not be verified.

Several school girls told of a strange man a few days ago trying to entice them into an unoccupied house situated in the rear of the school and Crisp's barn.

A search of the house revealed no trace of the man, but the girls' report has added to the belief that the stranger was responsible for the fires and the attack on the Skolasky girl.

To estimate has been made of the loss of the Crisp barn and garage. The combined structure was of frame construction. It was reduced to ashes.

Two cars were shown from the garage portion before that part of the building was reached by the flames.

Both the Slackwood and Hamilton Fire Companies were diverted from the Prospect Heights fire by blazes in their own sections.

Both companies were on their way to Prospect Heights when they were called back to answer other alarms.

Apparatus from Trenton was in charge of Chief McGill and Assistant Chief McCrossan.

BOY STRUCK BY AUTO IS SLIGHTLY IMPROVED

Edward Milacki, five years old, of 815 Sun Street, who was run over by an automobile yesterday, is slightly improved today, according to physicians at McKinley Hospital.

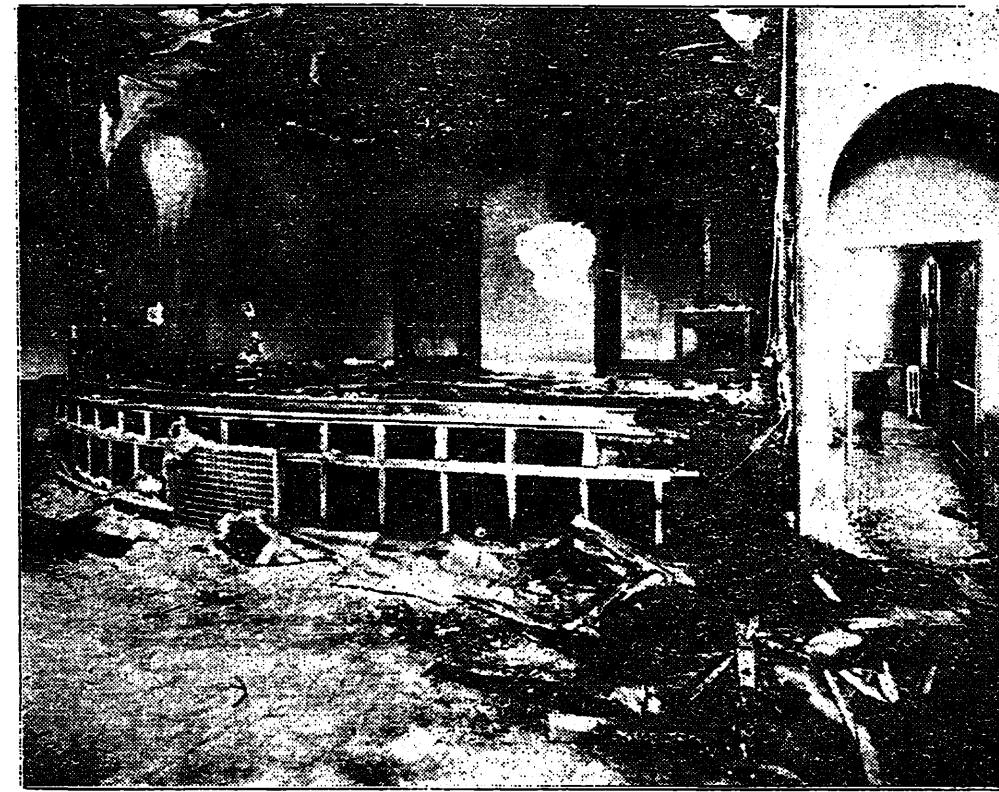
Young Milacki was crossing the junction of Brunswick Pike and Lawrenceville Road yesterday when a car driven by Morton Burd, of Pluckammin, N. J., ran over him. Burd took the boy to the hospital and then surrendered to the Lawrence Township police. He said the accident was unavoidable.

The boy is suffering from a fracture of the leg, lacerations of the arm, severe shock and bruises of the body and face.

WEATHER Rain Tonight Rain Early Tomorrow and Cooler

Forecast on Auto Lights at 8:35 P. M.

Alfred Reed School Auditorium Ruined by Flames



Damage estimated at \$10,000 was done when fire today swept through part of the Ewing Township public school at Prospect Heights.

STRICKEN WOMAN REMAINS IN COMA

Mrs. Barry Planned to Visit Princeton Friends, Relatives Say

At McKinley Hospital today it was reported that there is no change in the condition of Mrs. Thomas H. Barry, 70 years old, of 33 West 51st Street, New York, who was admitted to that institution Thursday after being found unconscious in her room at the Stacy-Trent.

When the elderly woman was found, a bottle containing a sleep-producing drug was near the bed. Whether her condition is due to an overdose of the drug has not yet been determined.

It was first believed that her name was Thomas. When she registered at the hotel, she wrote her name as "Mrs. E. B." and later "Thomas," and neglected to add her last name.

PARK DEDICATION HELD AT CROSSING

Military Bodies Participate in Exercises at Historic Shrine

Military, civic and patriotic organizations joined this afternoon in the dedication of the New Jersey State Park at Washington Crossing.

Governor Moore, who was to have accepted the park on behalf of the State, was unable to attend owing to an engagement calling him to North Jersey.

The park was turned over to the State by Howard F. McConnell, president of the Board of Conservation and Development. This formally was followed by the presentation of memorials by the Sons of the Revolution, Sons of the American Revolution, and the Daughters of the Revolution.

The participation of the Second Battalion of the 114th Infantry and Battery B of the 112th Field Artillery gave the exercises a military flavor.

Presentations of a pageant writings were made by the Board of Conservation and Development were to portray the 200 characters in the spectacle.

LUNCHEON GUESTS ATTEND EXERCISES

Members of Francis Hopkinson Chapter, D. A. E., of Hightstown, were guests at luncheon today of Mrs. E. C. Hutchinson, 919 Berkeley Avenue, Miss Jennie Stuts and Mrs. Hutchinson were the hostesses. Guests were present from Freehold, Jamesburg, Hightstown, Cranbury and Trenton.

The tables were decorated in keeping with Flag Day, set with red tapers and red, white and blue flowers. The entire party later attended the park dedication exercises at Washington Crossing.

WILD RIDE ENDS WHEN CAR HITS TRAFFIC BEACON

Deering Held for Drunken Driving After Attempted Getaway

Following a wild ride on Bellevue Avenue today, Walter Deering, 26 years old, of Ewing Township, was arrested on a drunken driving charge after his automobile had crashed into the beacon light at Bellevue Avenue and Calhoun Street.

Deering attempted to make a getaway after hitting the beacon light. After Deering had been taken to Police Headquarters, Police Surgeon Philip C. Douress examined him and ordered that he be held for trial.

Deering is booked on charges of drunken driving, not having a driver's license, and failing to stop after figuring in an accident.

The defendant sustained slight lacerations about the hands and face when his windshield shattered after the car crashed into the beacon.

FLASHES THREE FLIERS KILLED

PORT WORTH, Tex., June 4 (AP)—Three men were killed at the Jubilee Flying Field, near here, today when an airplane in which they were flying fell 500 feet, bursting into flames as it struck the ground.

The bodies were badly burned. The dead: Marvin Johnson, Kearney Wright, Harry Lee Cooby. Spectators said the plane went into a tail spin before it plunged to earth.

LADY PATRICIA LONES EDINBURGH, Scotland, June 4 (AP)—Lady Patricia Ellison Ross, who brought suit for divorce two years ago against Sir Charles H. A. Lockhart Ross, naming Mrs. Emily Key Hoffmann Dalziel, of New York, as co-respondent, was denied her petition by the Edinburgh court today.

FLOOD CONTROL U. S. PROBLEM CHICAGO, June 4 (UP)—Flood control was declared to be a Government problem and bridging of the Mississippi in which the Government should take immediate action, by the Resolutions Committee reporting to the Flood Control Congress today.

SLEEPJACK FALLS TO DEATH PHILADELPHIA, Pa., June 4 (AP)—William Slaverty, 32, of Yellow House, Pa., near Reading, a sleepjacker, fell four stories to his death from a building on which he was working today.

FOLLOW CHAMBERLIN ACROSS THE ATLANTIC

Details of the progress being made in the Columbia's flight to Europe together with the results of today's sports events and all other important news of the world will be found in the Early Edition of the Sunday Times-Advertiser on sale at 8 o'clock tonight.

NAVY ON PARADE BEFORE COOLIDGE

Ninety-eight Vessels in Review. Salutes Roar and Bands Blare

OFF CAPE HENRY, Va., June 4.—The United States Navy went on dress parade today for its Commander-in-Chief, President Calvin Coolidge.

Some three miles off the coast of Cape Henry, 98 fighting vessels, the bulk of America's combined Atlantic and Pacific fleets, steamed slowly past the Presidential yacht Mayflower to the strains of the national anthem, bringing home forcibly to the President the might of the nation's naval establishment.

It was the first time in history that the two great armadas patrolling the widely separated coastlines of the United States had ever assembled for joint review, and Mr. Coolidge was presented with a sight unique in the memory of naval men.

THEFTS OF JEWELRY AROUSE LONG ISLAND

OYSTER BAY, N. Y., June 4.—Jewelry valued at more than \$100,000 was stolen early today from the home of Carl J. Schmidig, according to a report made to police. The theft is the second large jewel robbery on Long Island in a week.

FRENCHMEN ATTEMPT LONG DISTANCE FLIGHT LE BOURGET, France, June 4.—Lieutenant Rogno, and Costes, French aviators, took flight at 9:20 a. m. today for Tokyo. The flight was not intended as a nonstop voyage, but the aviators hoping their first landing. That would be a new distance record.

SALOON PADLOCKED Federal District Judge Runyon has ordered a saloon located at 1212 East State Street padlocked for alleged violation of the prohibition laws.

HELEN WILLS WINS LONDON TOURNAMENT STAMFORD HILL, Eng., June 4.—Helen Wills won the North London women's tennis championship today, defeating Elizabeth Ryan, also of California, 6-2, 6-2.

COCHET AND BRUGNON WIN IN SEMI-FINALS ST. CLOUD, France, June 4.—In the semi-finals of the French hard court men's double championships today, Cochet and Brugnon, of France, defeated the South Africans, Raymond and Condon, 6-3, 4-6, 4-6, 6-2, 6-3.

CRAFT'S CONFEDERATE GRILLED BY POLICE

Jack Curtis, also known as Ash, said to have been the companion of John Craft, Trenton's two-gun boy bandit, on two of his raids here, is now being held at police headquarters.

SECRET SESSION PROPOSAL STIRS EDUCATION BODY

Mrs. Irving Forced by Opposition to Withdraw Her Caucus Idea

COUNTY GETS PART OF RESERVE FUNDS

Mrs. Bertha Shippen Irving, of Hadonfield, a member of the State Board of Education, stirred up a hornet's nest at a meeting of that body here today when she suggested that the board meet as a committee of the whole preceding their monthly sessions.

Asked by John P. Murray, of Jersey City, another member, if it was her idea that newspapermen be excluded at these sessions, Mrs. Irving replied that it was.

LINDBERGH STEAMING WAY HOME

Flies from Paris to Board Cruiser at Old Mari-time Port

CHERBOURG, France, June 4.—Bearing Captain Charles A. Lindbergh home to his new triumphs, the American cruiser Memphis steamed out of this port today while the young aviator waved farewell to the Europe that has honored him so highly for his exploit in spanning the Atlantic non-stop single-man flight.

He stepped into the Memphis' motor launch at 3:30. All the whistles in the harbor were immediately opened in a screeching tribute. The people massed along the waterfront cheered until they were hoarse.

SEAPLANES DRONED OVERHEAD AND ALL SORTS OF SMALL CRAFT, FROM MOTOR LAUNCHES TO TUGS, CIRCLED ABOUT THE MEMPHIS AS THE AVIATOR WENT ABOUT HIS BUSINESS.

FLYING SLOWER THAN LINDBERGH

Designer of Columbia Says It Is Due to Head Winds

NEW YORK, June 4.—An estimated increase from an average of 68 miles per hour to 95 or 98 by the Bellanca monoplane at noon today was construed by G. M. Bellanca, its designer, as showing that Chamberlin and Levine are getting away from head winds.

When informed that unofficial estimates placed the Bellanca's time at an hour and a half slower than Captain Charles A. Lindbergh's Spirit of St. Louis, Mr. Bellanca said: "Chamberlin has been encountering head winds, but his increased speed in Nova Scotia shows that these winds are decreasing. With no wind at all and regardless of weight, the plane ought to do 105 miles an hour."

DESERTER GOES BACK Arrested on a charge of deserting his wife and children in Basler, Ga., James Knight, Secher Street, Negro, yesterday was taken back to that place.

May Head University



Dr. J. Gresham Machen

NEW YORK, June 4 (AP)—The presidency of the Bryan Memorial University, Dayton, Tenn., is to be offered to Dr. Machen, of Princeton University. It was announced today. Dr. Machen will be asked to consider accepting the presidency of the university effective June, 1928.

The Bryan Memorial University was suggested by William Jennings Bryan a few days before he died in the Summer of 1925.

WIND FAVORS FLIER DRONING ALONG THE NOVA SCOTIA COAST

Charles A. Levine, Backer of Flight, Sails in Ordinary Business Suit, Surprising Onlookers and Shocking Wife into an Attack of Hysterics

PLANE FUELED FOR 4,500 MILES; DESTINED FOR BERLIN OR ROME

HALIFAX, N. S., June 4.—Exceptionally favorable weather conditions sped the Bellanca monoplane as it droned its way along the southern coast of Nova Scotia this afternoon on the Great Circle route for Europe.

NEW YORK, June 4.—A single motored plane, the "Columbia," today roared out along the new great Arctic Circle air line to Europe, carrying a millionaire in a business suit as a passenger beside a pilot who announced "we will fly until we drop."

Lifting itself into the air at 6:05 a. m., the plane was over the Atlantic, off New England, less than three hours later, bound "probably for Berlin."

If Clarence D. Chamberlin and his backer-passenger Charles A. Levine don't reach Berlin, they will go some place else, they said. At any rate, they assured the 2,000 who "saw them off" at the flying field, that they would beat the non-stop flight record of one Charles A. Lindbergh, New York to Paris in 33 hours and 29 minutes, 3,670 miles.

Chamberlin, who left without a navigator in order to take along his friend Levine, who left in such a hurry he did not pack his hat, is "out for distance."—Berlin is 600 miles further than Paris—and he has a background of having stayed in the air on an endurance flight longer than any other aviator in the world except the man that went up with him for more than 51 flying hours at a stretch.

Clarence Chamberlin, a blonde, smiling, quiet-natured young man, a native of Iowa, has shown the three characteristics of great pilots—nerve, skill in face of death, and the reticence about talking.

His passenger, Mr. Levine, managing director of the Columbia Aircraft Corporation, who bore the brunt of attacks because of litigation over the plane and who should be its navigator, won a reputation for "gameness" in one step.

The step was one into the enclosed cabin, giving no word of warning to anyone that he was planning anything other than a little trial flight before Chamberlin and some "unknown" and "yet to be selected" navigator buckled down to the long flight to laurels further off in point of mileage than Lindbergh.

Levine is No Navigator Mr. Levine, who is no accredited navigator, is, however, more than a passenger. For he will be able to "take the stick" from Chamberlin, should Chamberlin require a few hours nap. Test flights, more or less in secret, have shown that this could be done. It was said at the field, and it was even said that he had been "secretly studying navigation."

It took two hours to get going this morning. The plane, with Levine "out for a little spin," taxied down the runway as newspapermen, photographers and bystanders stood by. The plane was towed back again. A few moments later the taxiing started over again, and at the end of the runway the craft, contrary to tradition, left the field with a heavy load of 5,550 pounds.

Two hours and twenty minutes later the plane was sighted passing over Long Pond, Mass., heading for the coast. The plans had then covered 180 miles. It was not making quite the time, however, that "Lindy" made over the same distance in one hour.

The Radio Corporation of America issued a general call for ships at sea to communicate at once with the corporation if and when they sight the Bellanca. The monoplane carries no radio.

Several hours before the take-off, Chamberlin apparently was even then figuratively "stressed up" with several places to go.

"We expect to determine after we approach the Irish coast," he said, "on just how to lay our course toward an island by which we can descend in by south—toward Rome."

Before climbing into the cabin for the hop of Chamberlin left a message for Captain Lindbergh. "Sorry," said he, "to be so late to greet you back, but I have a break in the weather, so am off."

Mrs. Chamberlin Was Absent In Garden City Hotel, several miles away, Mrs. Myda Chamberlin, the pilot's wife was in great anxiety. She had said previously that she knew her husband was taking his life in his hands. So she stayed away from the field, to keep in her mind a picture of him that she treasured.

But Mrs. Levine, wife of the surprise companion of Chamberlin, was on the run-way. She said she could not know who was going with Chamberlin, and when her husband stepped into the cockpit and waved good-bye to her much to her astonishment.

When the first big monoplane, its propeller whirring and its motor roaring, taxied down the runway and lifted itself clear of the earth about 10:30 a. m., the spectators stood aghast. A sight that has kept millions in anticipation for weeks was under way at last.

When Levine stepped abruptly into the plane, its motor throbbing for the take-off, his wife hurried forward in apparent surprise. A police captain tried to reassure her, saying her husband "was only going to make a test."

Then the Bellanca shot down the runway on its false start. When it returned to its starting point for the second attempt, Mrs. Levine appeared pale and nervous. Several friends stepped forward gasping as if to pacify her. A moment later the Bellanca taxied to a halt and descended. Mrs. Levine starting after it in agitated amazement. "You ought to be proud of him," said John Carls, factory superintendent for the Columbia Aircraft Corporation. "He's a very brave man."

Mrs. Levine could not reply. She became hysterical, sobbing wildly and gasping for breath. Five men hurried forward, attempting to calm the stricken woman. Former Senator Charles C. Lockwood of the Brooklyn Chamber of Commerce led Mrs. Levine to the automobile of Kings County Judge William Martin, who drove her to the Garden City Hotel.

Destination Unannounced The destination of the Columbia was not announced prior to the departure, but Chamberlin said yesterday that Mrs. Levine to the automobile and follow the great circle, the route Captain Lindbergh took. He would, he said, accept the boon of favorable winds and speed on until diminishing gusts from the westward. In fact, he said, the destination was the farthest point from New York that he could pilot the plane. The purpose of the flight, he said, was to break the long distance non-stop flight record. That means that he is aiming to beat the record of Captain Lindbergh, who flew 3,670 miles in 33 hours and 29 minutes.

The plane headed eastward, where the rising sun had streaked with orange and red a thin line of fluffy clouds. Into it, its bird-like body gliding like silver, the Columbia flew with never a falter, soon attaining an altitude of about 3,000 feet. The plane had been loaded with 455 gallons of gasoline, enough, mechanics said, to carry it more than 4,000 miles.

Carry Chicken Sandwiches Of this 455-gallon fuel supply, 55 gallons were stored in tin containers strapped inside the fuselage. There was a 20-gallon oil supply. Fuel for the two occupants of the plane were gasolene sandwiches, the Columbia flew with six, six oranges, two quart thermos flasks of chicken soup and one quart thermos flask of coffee and two gallons of water.

The weather into which Chamberlin and Levine flew was said by Chamberlin to be "as good as can be expected." His last weather charts showed southern winds on the Columbia's flight, between New York and Nova Scotia, with the probability of fogs. Clear weather was promised from Nova Scotia to Newfoundland, with northern winds. Rain and fog northeast of Newfoundland were predicted. The weather man suggested this could be the great circle, in mid-ocean winds shifting to northeast; and from mid-ocean to the coast.

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