

The Daily Advance

Partly cloudy tonight. Showers Tuesday. No much change in temperature.

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COLUMBIA LANDS IN MARSHES American Ambassador Hastens To Meet Fliers

Sets Long Distance Record But Makes Forced Landing and Breaks Propeller; Aviators Unharmed; Berlin Tuesday

Real End of Flight Was at Eisleben Where Monoplane Stopped to Refuel in Early Morning

With Destination Secret Rumors Had Persisted That Columbia Was Turning Toward Rome

Berlin, June 6.—(AP)—As soon as the news reached here that the Columbia had landed at Klänge, American Ambassador Dr. Jacob Gould Schurman, conferred with German officials regarding arrangements for their care, and a plane hurried off, carrying both American and German officials to meet the fliers at Kottbus. A half dozen other machines followed, bearing newspaper men.

Kottbus, Germany, June 6.—(AP)—Clarence D. Chamberlin and Charles A. Levine arrived here by motor this afternoon from Klänge, where their trans-Atlantic plane Columbia was turned to land. They went immediately to the Hotel Ansgore, where they ordered a good meal. The aviators were in a happy frame of mind and gave no indication of weariness. They freely admitted disappointment over their failure to reach the Tempelhof airfield at Berlin, especially when informed of the all night vigil of the Berlin crowds and the arrangements made there for their reception.

The village of Klänge, where the Columbia landed, is only about nine miles from Kottbus and the aviators were brought here a few minutes after the landing. The aviators were brought to Kottbus in a private automobile and went to the Hotel Ansgore where they were welcomed by local officials and asked to inscribe their names in the town's "golden book" and handed and "elaborately carved goblet and invited to partake of an "honor draft."

The town officials offered to send the Americans to Berlin by automobile, but both Chamberlin and Levine said they were determined to make the last lap of their journey by air.

Klänge, where the Bellanca plane landed today, is a small village 15 kilometers (9.2 miles) due east of Kottbus, and a little over four miles west of the town of Forst.

Had Motor Trouble Kottbus, Germany, June 6.—Motor trouble and a shortage of gasoline caused the descent of the American Trans-Atlantic plane Columbia, said Clarence D. Chamberlin.

"We were forced to come down because of a shortage in fuel and also motor trouble and while the plane was in the air, we looked good from the air, we soon discovered that we had dropped on dangerous swampy ground," said Chamberlin.

The American aviator declared that it was his intention and that of Charles A. Levine, who accompanied him on the Trans-Atlantic voyage to fly to the Tempelhof airfield near Berlin late this afternoon in a Lufthansa plane. It is believed however that he is likely to decide to wait for repairs to his own plane, flying to Berlin tomorrow.

Second Great Flight Berlin, June 6.—(AP)—America's second great trans-Atlantic flight ended today near Kottbus, 70 miles southeast of Berlin, when the Bellanca plane Columbia landed on marshy ground at the village of Klänge.

The propeller of the plane was broken in the forced landing, which was made shortly before noon but Clarence D. Chamberlin, the pilot, and his companion, Charles A. Levine, escaped injury.

LOG OF COLUMBIA

(By The Associated Press) (E. D. T.) Saturday: 6:05 a. m. hopped off at Roosevelt Field, New York. 8 a. m. passed North Westport, Mass. 8:25 a. m. Lone Pond, Mass. 8:50 a. m. Marshfield, Mass. 12:00 p. m. La Haye Harbor, N. S. 1:20 p. m. Ferry's Point, N. S. 1:50 p. m. Chouketton Head, N. S. 1:55 p. m. Shank Lead Lighthouse, N. S. 3 p. m. Wedge Island, N. S. 3:50 p. m. steamer Salacia reported plane 50 miles south of St. Pierre, Miquelon. 6:17 p. m. passed Cape Race, N. F. 6:20 p. m. circled steamer Mauretania 250 miles west of Selly Islands, England. 6:20 p. m. passed Lands End, southwestern tip of England. 4:45 p. m. Padstow, England. 4:15 p. m. Plymouth, England. 7 p. m. Bournemouth, France. 11:08 p. m. Dortmund, Germany. Midnight landed at Eisleben, Germany, refueled and resumed flight. Midnight landed at Eisleben, 110 miles southwest of Berlin. (End of non-stop flight.) 4:35 a. m. resumed flight. 6:10 a. m. passed over Magdeburg, 80 miles from Berlin. About 7 a. m. landed at village of Klänge, near Kottbus, 70 miles southeast of Berlin.

Father And Mother Chamberlin Happy

Omaha, Neb., June 6.—(AP)—A flash of joy—the dispatch telling of Clarence Chamberlin's landing at Eisleben in his Bellanca monoplane Columbia broke a long spell of anxious waiting in the Associated Press office here for Mr. and Mrs. E. C. Chamberlin, his parents.

Both were outwardly affected by the relief of their son's safe arrival on a record non-stop flight. They had been there since early yesterday morning, eagerly scanning the reports coming over the wires.

"Thank goodness he's landed," exclaimed the anxious mother. "Where is Eisleben?" Mr. Chamberlin trembling, asked. He could hardly restrain himself. A map was consulted.

"My goodness, it's 110 miles off from Berlin," he shouted. The next move was to call Mrs. Max Moffitt of Denison, Iowa, their daughter. She was in bed but Mr. Chamberlin talked to a man in a restaurant.

"Spread the news, will you?" the father asked. "They tell me Ethel (the daughter) is in bed. Call her up and give the news to everybody."

The several hours of uncertainty had visibly affected the fliers' parents after word had been received that they might have been lost in the heavy rains near Berlin. Asked if he was sorry that his son had not reached Berlin, Mr. Chamberlin said: "Oh, I don't know; it's a record non-stop flight and that's what they were after. You must remember that they set no definite objective."

Flight Ended Where Martin Luther Born

New York, June 6.—The longest non-stop airplane flight ever made ended in the town where Martin Luther was born and died. Eisleben, in the province of Saxony, Prussia, where the Bellanca plane Columbia alighted after its record-breaking flight across the Atlantic, is a town of about 25,000 persons and the center of a copper and silver mining section. It is 39 miles northwest of Leipzig.

FIRST IRISH POTATOES SHIPPED FROM GREGORY Gregory, June 6.—The first shipment of Irish potatoes, grown by H. R. Sawyer, left here Saturday morning and sold this morning at \$11.00 per barrel on the northern market. The shipment was handled by J. H. Borwood & Son.

Wives Of Aviators Ready To Sail For Germany

New York, June 6.—(AP)—Two overjoyed women, relieved of a terrific strain today were preparing to journey to Germany. They were Mrs. Clarence D. Chamberlin and Mrs. Charles A. Levine, whose husbands flew to Germany. The wives however, plan to make their trip by the more prosaic method of a steamer.

Hour upon hour of anxiety passed with a flood of joy when the news of their husbands' safe arrival in Eisleben, Germany, was received. Mrs. Levine with other members of the Levine family remained awake at her home and also gave vent to her joy when the news came early today.

She added that great credit is due G. M. Bellanca, designer of the plane and Mr. Levine, owner, who she said made the flight possible.

"I am elated beyond words," said the wife of the aviator and backer of the flight. "My surprise at my husband taking off has been converted to admiration. I realize now that my hopes and prayers have been granted."

"I am proud of my boy and his contribution to history," said Isaac Levine, father of the aviator. The entire Levine family had remained awake throughout the night at their home in Belle Harbor, Long Island.

Mrs. Chamberlin had announced she would take passage on the Berengaria Tuesday, but an invitation later extended to both women to sail tonight on the Hamburg-American liner Resolute may result in a change in her plan. The offer was made on behalf of the German reception committee and the German government.

Mrs. Chamberlin and Mrs. Levine spent part of the day together at the Brooklyn home of former State Senator Charles C. Lockwood, a friend of the two fliers. Later Mrs. Chamberlin with Senator Lockwood made a tour of newspaper offices to obtain the latest news of progress of the plane. Mrs. Levine, her eyes swollen and red from weeping over the shock she received when she saw her husband, without any previous notice leap into the plane for its trans-Atlantic flight, spent the greater part of the day and night at her home in Belle Harbor where the Levine clan had assembled to watch through news bulletins the progress of the Columbia.

When news that the plane had circled the Mauretania was received, Mrs. Chamberlin's eyes sparkled. "How I wish that I was aboard that ship," she said. "I can see him leaning out waving to all those people. I know he is safe now."

But Mrs. Chamberlin doesn't expect her husband to give up dangerous air feats. When the suggestion was made she laughed and said: "Not Clarence. I know Clarence. When this is done he will do something else that has risk in it."

She sent her cable to her husband just before retiring last night.

AVIATION GOAL OF COMMERCE IS BROUGHT NEAR

Washington Officials Discuss Feat With Reference to Peace and War as Well as Trade

MARVELOUS THING Postmaster General New Proud of Record on Account of His Interest in Air Mail

Washington, June 6.—(AP)—Chamberlin and Levine were credited with a flight of 7,095 miles today by the geological survey, which measured the distance from Roosevelt Field to Eisleben. The survey's figures on the Lindbergh flight were 3,610 miles. The computation was made at the request of Carl F. Schory, secretary of the National Aeronautic Association.

Aviation's goal of the commercial possibilities of regular operation of Trans-Atlantic airplane service is brought nearer realization by Clarence Chamberlin's New York to Germany flight in the view of Washington officials.

Although regret was generally expressed that he failed to reach his objective of Berlin in air circles today, Chamberlin's safe forced landing at Eisleben was hailed with great rejoicing.

The flight following little more than a fortnight Captain Lindbergh's single handed New York to Paris passage was characterized as another manifestation of the future practicability of long distance commercial air travel and as giving American aviation undeniable world prestige.

With the north American continent regularly traversed by the air mail and Europe having a network of commercial airplane lines, the Atlantic ocean had been regarded by aviation authorities as the next great barrier to conquer.

The flight assisted in the opinion of officials both the break of military menace and of international amity. Officials with a military turn of mind regarded it as emphasizing the need for adequate air defenses, while secretary of State Kellogg ranked the Trans-Atlantic flights as highly important events in increasing good feeling and closer relations between the U. S. and the European nations.

Chamberlin's flight, carrying of a passenger was cited as highly significant of aviation's commercial possibilities while a predominant thought was that the Atlantic ocean no longer was an impassable barrier for the airplane.

Describing the Columbia's flight, "a marvelous thing," Postmaster General New whose interest in the spanning by air of the Atlantic ocean emanated from his pride in the air mail, said the aviation feat, reveals "not of future possibilities but of present day fact in aviation."

In a cablegram to Chamberlin which was to be delivered by Ambassador Schurman upon his arrival in Berlin, Secretary Kellogg congratulated the pilot on his "splendid achievement."

President Coolidge during the cruise of his yacht Mayflower on Chesapeake Bay yesterday evinced interest in the flight by receiving wireless reports on its progress.

Hundreds Visit Shores Development as Result Of General Invitation

Delightful Weather and Kindly Hospitality Greet Many Hundreds at Point Harbor and Kitty Hawk at Formal Opening of New Resort Region

Smiling skies and pleasant hospitality greeted nearly 1,000 persons who journeyed to Point Harbor, at the lower tip of Currituck County, and thence to Virginia Dare Shores Sunday for the formal opening of a new resort development there. The day was spent in an outing on the beach, with dinner served by the companies sponsoring the development.

Most of the visitors were from Elizabeth City and other points in Northeastern Carolina, who went in response to a general invitation issued by Shore Properties, Inc., backing the development. But there were many from other states also. Besides many automobiles from as far away as West Palm Beach, Florida, were observed parked in the vicinity of the point of embarkation for Kitty Hawk Bay and the shores.

Many hundreds of "courtesy cards" were issued to the visitors, entitling them to boat passage to and from the shores, and to dinner and other hospitality there. In the crowd, there were many who took advantage of the opportunity for a dip in the surf and in the calmer waters of Kitty Hawk Bay, ranging from tots to grown-ups.

Visitors were astonished to find Virginia Dare Shores covered with a carpet of green grass, quite in contrast to the barren sand waste usually encountered on the coast. Kill Devil Hills, coming a mile away from the docks and parking at Kitty Hawk Bay, also attracted much attention, many of the visitors journeying over to them in the course of the day.

The crowd is declared to have been the largest ever assembled at Point Harbor, and officials of Shore Properties, Inc., expressed gratification over the response to their invitation.

With boats running on a regular schedule from Point Harbor to Kitty Hawk, Captain Frank Winch, president of Shore Properties, Inc., expresses confidence that at least 1,500 motorists, with

Clash Over Liquor Elizabeth City Man Ends in Stabbing At Chantilly Handled World's First Plane

Camden, June 6.—Hearing of a case in which Ernest Morse and Herman Winslow, both of Perquimans County, are charged with affray as the outcome of an alleged encounter at Chantilly, Camden County river resort, Saturday night, was continued to Saturday morning in recorder's court at Camden Courthouse today. An additional charge of assault with a deadly weapon was lodged against both.

Winslow, the more seriously hurt of the two, was taken to the Elizabeth City Hospital shortly after the encounter. It was stated at the hospital today that he had been stabbed in the breast, between the fourth and fifth ribs, but was setting along fairly well.

Horatio S. Seymour, former deputy sheriff of Camden County, happened to be present at the time. He helped separate the combatants, and arrested Morse after Winslow had been taken to the hospital. Morse had a gash across the cheek, he said. Trial Justice Overby, of Camden County, released Morse on his own recognizance, after a brief investigation Saturday night, and set the hearing tentatively for today.

It developed this morning, however, that Winslow was unable to attend trial, on account of his injuries, and hearing of the case was postponed to Saturday.

EDENTON EVENT THURSDAY NIGHT DRAWS INTEREST

Scarce Imagined Possibilities of Albemarle to be Discussed by Widely Known Publicity Man

BOOKLET PLANNED Co-operation of Section Sought by Bridge Celebration Committee in Plans for Advertising

Scarce imagined possibilities of developing an enriching the counties of the Albemarle district through intelligently directed publicity will be outlined by Captain Frank Winch, internationally known publicity expert, in an address at the county fair in Edenton Thursday night at 8 o'clock, before a mass meeting of residents of the section.

Captain Winch will speak in connection with plans to tell the world about the counties of North-eastern Carolina on the occasion of the elaborate celebration of the opening of the Chowan Bridge at Eden House and in Edenton on Wednesday, July 27.

All the counties traversed by the historic Virginia Dare Trail are expected to co-operate in making the celebration a success, since essentially it is to be put across by the whole section, for the benefit of the section as a whole, members of the committee in charge point out. Mayor J. L. Wigkins, of Edenton, is general chairman.

As a means of appraising State and Nation of the wonders of the Albemarle district, both through the bridge celebration and afterwards, plans are under way for the preparation of a handsome booklet setting forth points of interest in the section, historic and otherwise. This booklet would be distributed among the thousands present at the bridge event, and would be so prepared that it could be used to advantage by the various cities and counties indefinitely afterward.

Such a booklet, prepared attractively, will cost real money, however, and will require infinite pains in its preparation, persons acquainted with the practical side of such a project remind. Hence, in going to the public throughout the district in an appeal for funds to put it across, the bridge celebration committee is hopeful that the people of the section will have due conception of its lasting value.

Unless the booklet is creditably gotten up, Mayor Wigkins and others hold, it will defeat its purpose—that of giving a most favorable impression of the region.

REPORTS ON POTATO MARKETS OUT DAILY

Persons receiving the market news reports being dispatched from the Chamber of Commerce during the potato movement will continue to receive them after Monday, unless they have notified the Chamber that they wish them, it is announced. Those who have not asked for the reports, and who wish them, have been advised to send notification at once, either by mail or phone.

At present 500 market reports are being sent out each day. It was learned at the Chamber of Commerce that the work is being handled by S. W. Russell, from the Bureau of Agricultural Economics, Federal Department of Agriculture.

Growers and dealers in potatoes alike agree that the daily market reports are of much value. The work of dispatching them has been facilitated greatly this season by the installation of a folding machine which eliminates much bothersome hand work.

REFUSE REVIEW OF JUDGE LINDSAY CASE Washington, June 6.—(AP)—Bon B. Lindsey, formerly juvenile judge at Denver, Colorado, today was refused a Supreme Court review of the judgment of the Colorado Supreme Court holding that he had been defeated at the November, 1924, elections by Royal R. Graham.

SHOOTING STIRS EXCITEMENT IN ELIZABETH CITY

Will Colson, of This City, Held on Charge of Having Shot Police Officer Frank Winslow

ACCUSED SURRENDERS TO POLICE, DISCLAIMING ALL KNOWLEDGE OF EPISODE; UNDER \$1,000 BOND

Will Colson, about 45 years old, living on East Broad street and long reputed to have dealt in liquor, is in jail in default of \$1,000 bond in connection with a shooting episode Saturday night which stirred the community to a high pitch of excitement. He is accused of having shot Policeman Frank G. Winslow, about 50 years old, when the latter climbed onto the running board of his car, in front of his home, and ordered him to halt.

By a miracle, Mr. Winslow escaped without dangerous injury. A bullet, which he claims was fired by Colson, struck him just above the left eye, cut a gash across the eyelid, struck the bone and glanced away. In his fall to the street, the officer fractured his right collarbone.

Because of Officer Winslow's condition, it was uncertain early Monday when Colson would be given a hearing. The policeman was confined to his home on West Burgess street, members of his family stating that he was unable to be out.

Colson flatly denies all knowledge of the shooting, declaring he "couldn't hurt Mr. Winslow for anything in the world." He surrendered shortly after midnight Sunday morning, walking downtown and voluntarily giving himself up to Police Officer Basnight.

The shooting occurred Saturday night at about 9:30 o'clock. Officers Winslow and Harris were summoned to the neighborhood of the Colson home by a telephone call. They pressed into service an automobile belonging to Frank Venters, employed by the Elizabeth City Buggy Company, and Mr. Venters drove them over to East Broad street.

As they neared Colson's residence, somebody dashed down the street from the vicinity of a Ford coupe parked in front of the house, Officer Harris ran off in pursuit. Winslow continued on to the car.

There was a report and a flash, and Harris turned to see Winslow fall into the street. He ran back, but too late to stop the Ford coupe, which dashed off down Center street and turned off down Walnut toward Pennsylvania Avenue. It was lost to sight there.

Harris and Venters brought Winslow quickly downtown in Venters' car, and his injuries were treated by Dr. R. L. Kendrick. While they were being dressed, he gave his version of the shooting.

"I climbed on the running board and ordered Colson to halt," he said. "Colson grabbed me in the collar and choked me. Then I grabbed him around the neck and he reached down and shot me."

"Are you sure you were shot, and not hit with something?" he was asked.

"Yes," he replied. "I heard the gun go off, saw the flash, and the fire burnt my eye."

Immediately searching parties went out in quest of Colson. Word of the shooting was telephoned to Norfolk, Suffolk and Edenton, together with a description of Colson and the car in which he was thought to have fled.

At about 12:30 o'clock, while some of the searchers were still out threading their way through side roads in the hope of coming upon Colson, the man they sought plainly walked downtown and surrendered. He was put under \$1,000 bond on a charge of assault with a deadly weapon with intent to kill and, failing to give it, was lodged in jail.

Everywhere in the city, regret was expressed over the shooting when word of it spread. Officer Winslow is regarded as thoroughly conscientious and trustworthy, and ever inclined to give offense the benefit of any doubt. On every hand were expressions of relief over the fact that his injury was not more serious.