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450 year begins Sept. 18.

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Makes a study of the individual student.
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363 Washington St., Brooklyn, N. Y.
Term Begins Monday, Sept. 21.
MORNING, AFTERNOON & EVENING SESSIONS SEND FOR CATALOGUE. REGISTER NOW

SUMMONS

SUPREME COURT, NEW YORK COUNTY.
Rudolf Zetny, plaintiff, against Iona Gutierrez Zetny, defendant. Summons—Action for an absolute divorce.

To the above named defendant:
You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated New York, May 8, 1922.

RUDOLPH FRIED,
Attorney for Plaintiff,
Office and Post Office address, No. 206 Fifth Avenue, Borough of Manhattan, City of New York.

To Iona Gutierrez Zetny:
The foregoing summons is served upon you by publication, pursuant to an order of Honorable William F. Burr, Justice of the Supreme Court of the State of New York, dated the 8th day of August, 1922, and duly filed with the complaint in the office of the Clerk of the County of New York, in the County Court House, in the Borough of Manhattan, City, County and State of New York, Dated New York, August 11th, 1922.

RUDOLPH FRIED,
Attorney for Plaintiff,
Office and Post Office address, No. 206 Fifth Avenue, Borough of Manhattan, City of New York.

SURROGATES' NOTICES

IN PURSUANCE OF AN ORDER OF Honorable JOHN P. COHALAN, a Surrogate of the County of New York, Notice is hereby given to all persons having claims against the estate of MARY WILLIAM CRAGIN, late of the County of New York, deceased, to present the same, with vouchers therefor, to the undersigned at the place of exercising business at the office of ALEXANDER & GREEN, their attorneys, 112 Broadway, in the City of New York, on or before the 1st day of February, 1923, or before the 1st day of February, 1923.

Dated New York, the 26th day of July, 1922.

JAMES HAZEN HYDE,
ALEXANDER & GREEN, Executors,
HENRY McCULLOH,
ALEXANDER & GREEN, Executors,
Office and P. O. Address, 112 Broadway, Borough of Manhattan, New York City.

CRAGIN, MARY WILLIAM—IN PURSUANCE OF AN ORDER OF Honorable JOHN P. COHALAN, a Surrogate of the County of New York, Notice is hereby given to all persons having claims against the estate of MARY WILLIAM CRAGIN, late of the County of New York, deceased, to present the same, with vouchers therefor, to the undersigned at the place of exercising business at the office of ALEXANDER & HAUGHWOUT, their attorneys, 112 Broadway, in the City of New York, on or before the 5th day of January, 1923.

Dated New York, the 15th day of June, 1922.

ESTHER CRAGIN, Executrix,
ALEXANDER & HAUGHWOUT, Attorneys,
112 Broadway, Borough of Manhattan, City of New York.

Booze, Brawls And Blaze on Terror Voyage

Bolshevik Crew of Liner Philadelphia Mutinied at Sea, Attacked Captain and Fired Ship, Officers Say

Vessel Beached at Naples

Italian Marines Sent Aboard to Subdue and Jail Men; She Is Labeled for Debt

A tale of the sea teeming with terror was unfolded dramatically yesterday aboard the Anchor liner Cameronia, from the Mediterranean, by officers and men of the old American liner Philadelphia, which was burned and beached and labelled for debt in the Bay of Naples last month.

She left this port with a polyglot crew, many of them Bolsheviks and I. W. W.'s—chronic dissenters—and from the moment she cleared Sandy Hook discipline was thrown to the four winds. It was hard sledding for the passenger complement, which was made up of American tourists traveling cheap, the majority of them being young women.

After days of mutiny, general riots, fights and debauches on the part of the rebellious crew the vessel was set adrift and subsequently beached in the port of Naples. Then she was seized for debt and the crew put behind bars ashore by the Italian police. Before the troublesome days ended an Italian warship had to land marines aboard to save life and property.

Crew Returned Here

Captain William MacLeod, master of the Philadelphia, his staff of officers and those of the crew who elected to return to New York were put aboard the Cameronia by the American Consul and sent back as distressed seamen.

When the vessel docked yesterday Captain MacLeod made light of his vicissitudes, but his staff, who, from their talk, were not in sympathy with the behavior of the skipper, told the story in detail from the time the trouble began until the Italian government stepped in and put an end to it. The Philadelphia's officers who together pieced out the narrative were J. D. Irvine, purser, well known in the Atlantic trade; Leon Spencer, assistant purser, and Dr. M. F. Mabardi, the ship's surgeon.

According to Spencer the vessel was beset with all the difficulties attending the launching of a new service, for it was the Philadelphia's first trip with the American and Naples Steamship

Company. He said the guarantee engineer went down to his engines on Sunday, the day the vessel sailed, and stayed there until Wednesday. Without his persistence in handling the men of the fireroom and engine room the vessel never would have reached Gibraltar.

Consoled With Passengers

The officers said the ship was flooded with I. W. W. literature and that a Bolshevik bent was manifest with nearly all of the crew except a few college students, but even they were prone to breaches of discipline by consorting and drinking with cabin passengers when off watch. There were many young college women in the ship's cabin accommodations and in the evening the students in the crew would doff their jeans and "droll up" in their best clothes and mix in with the passengers.

The Philadelphia was in need of repairs when she arrived at Naples, and after these were made the contractors demanded payment, which was not forthcoming. On August 20 the skipper was informed that the ship would be labelled on August 22 and that the crew would have to leave her.

The big conflict of the troublesome journey occurred that night. Some linen started down the gangway to be laundered ashore when the second officer ordered the men carrying it to put the bags on the bridge. The crew took this as an affront and, angered over having to leave the ship, massed up forward and called upon the skipper to deliver the chief steward into their hands, as he was the man they said who had treated them rough.

Steward Put in Brig

Their prospective victim could not be found, but when the second steward came forward protesting that he had wronged no one, the frenzied men, whose hate was augmented with liquor, rushed for the man, but before they could get him Captain MacLeod stopped them, saying: "Stop! Leave him to me!" The skipper had the man put into the brig. He said later he did this to protect him from the crew.

The next night the ship's plumber, drunk and sullen, led a mob of the Bolshevik crew forward to get the skipper. The plumber brandished a pistol when he caught sight of MacLeod, but the latter saw him first and, rushing into the chart room for his own gun, frightened the man away. The mischief makers then went below and started fires in three sections of the ship. It looked as if the vessel would be burned to the water's edge, but officers and a few loyal men of the crew got the fire under control.

The crew finally was subdued by marines from the Italian battleship Duilio and later locked in jail ashore. Captain MacLeod was accompanied by his wife and two children, but none was molested.

Investigate Cause of Steam Scalding Workmen to Death

An investigation was conducted yesterday into the deaths Wednesday night at Bogota, N. J., of two employees of the Continental Paper Company there. The employees were Arthur Van Ohlen and Edward Howlowski, both of whom were scalded to death by steam under boilers at the plant. They had been sent into the steam pit under the boilers to clean out the steam traps.

When the steam was turned on in

Lieut. Belvin Maynard



The "Flying Parson," who was killed when his plane crashed during a tail spin at the Rutland, Vt., fair yesterday. Two other aviators in the machine with him also lost their lives.

"Flying Parson" One of 4 Killed At Vermont Fair

(Continued from page one)

arrangements here. Lieutenant Wood and Lieutenant Maynard were both sons of ministers and the latter himself was an ordained Baptist preacher.

Death Plane Fell Before
Special Dispatch to The Tribune

LYNN, Mass., Sept. 7.—The plane in which Maynard and his companions fell to their death was owned by Alfonso Vallaire, of Lynn. Six weeks ago this same machine, with two occupants, while flying in the vicinity of Revere Beach, fell to the shore Boulevard onto a passing automobile, wrecking the latter and badly damaging the plane. It was stated that engine trouble was the cause of the crash.

Maynard left the Saugus Flying Field, near Lynn, for Rutland, Vt., in this plane, accompanied by Edward Twombly, a "stunt flyer," well known here, and John Polando, a mechanic, of 5 Forrest Avenue, Lynn.

Henry A. "Daredevil" Smith, the parachute jumper, who met his death at Rutland a few hours following the airplane disaster, lived at Cliftondale, Mass. He was thirty years old, single, the son of Mr. and Mrs. William A. Smith. He had been a balloonist nearly ten years.

Was Student When War Began

When the United States went to war with Germany Maynard was a student in the Wake Forest Theological Seminary, a Baptist institution at Raleigh, N. C. At commencement time in June he went into the army, enlisting as a private, and soon was sent overseas.

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There is no satisfaction in life so deep as that enjoyed in building a competence. To begin is not difficult. You commit yourself to save a few dollars a week to pay gradually for a Columbia First Mortgage Bond. From the day it is saved each dollar begins to earn a high wage. The first Bond helps to pay for the second. Two Bonds will pay for the third, and so on until you face a future freed from the dread of dependence.

Columbia First Mortgage Bonds are considered by competent financial authorities to be one of the soundest and safest forms of investment that has ever been developed.

The unique Columbia System provides automatically and absolutely for the payment both of interest and principal. Each month the borrower must make a payment covering interest charges and also providing for the repayment of a substantial portion of the mortgage. A Columbia Mortgage is placed only on the finest and most profitable type of new apartment house or office building, situated in the fastest growing sections of New York City. No sounder security for a mortgage exists.

A Columbia First Mortgage Bond is simply a part of such a mortgage and enjoys all of its privileges and protections.

Columbia First Mortgage Bonds are obtainable for \$1,000, \$500, and \$100, earning 6½% per cent interest. When you buy it you can arrange to have the Bond repaid in a certain year. Normal Federal Income Tax is paid by the borrower. A convenient method of paying for the Bond is provided.

Drop in and let us talk over this whole subject. Let us explain the many protections surrounding these absolutely safe Bonds. Or, if you prefer, telephone or write.

Send for Circular J-3

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Columbia Mortgage Company Building
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This splendid Apartment House is being erected at 103 East 63rd Street in the heart of the exclusive Park Avenue section. Land, building and rent constitute the absolutely sound security for an issue of

COLUMBIA First Mortgage BONDS
6½%
FOUNDED ON A ROCK

He rose rapidly in the aviation service and was commissioned a lieutenant. He showed such aptitude for the air that he was designated a reserve military aviator, a coveted distinction, and shortly afterward was appointed chief pilot at the big air base of the A. E. F. at Romorantin, France. There, in that dangerous capacity, he flew hundreds of machines of every type. While at Romorantin he gained public note by setting a world's loop-the-loop

record, turning over 315 times without losing altitude.

Coming home after seventeen months in France Maynard was made chief test pilot at Hazelhurst Field, L. I.

In August, 1919, he won the New York-to-Toronto-and-return air derby, speeding over the 1,040-mile course at an average rate of 133.8 miles an hour. Two months later he won the round-trip transatlantic derby, in which sixty-four of the crack aviators of the

nation were entered. His elapsed time was nine days, four hours, twenty minutes and five seconds, and his flying time about forty-nine hours and forty-five minutes.

Since his discharge eighteen months ago Maynard has been in commercial aerial photography work, living in Queens Borough with his wife and four children, who were at home when news of the tragic fall at Rutland came to-day.

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Commercial banking is in the very warp and woof of modern business. At almost every stage of all important transactions the services and co-operation of a bank are indispensable.

The Bankers Trust Company has its place with other strong institutions in the banking arrangements of many of the most important commercial and industrial enterprises in New York and elsewhere.

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"A Tower of Strength"

RECEIVERS' AUCTION SALE

Land, Buildings, Machinery, Inventories, Patents, Good Will, Accounts Receivable, Cash, Etc.

OF THE
EMPIRE TIRE & RUBBER CORPORATION, TRENTON, N.J.

By order of Hon. J. L. Bodine, Judge of the United States District Court, District of New Jersey, dated July 10, 1922:

The receivers, Arthur H. Wood and C. Edw. Murray, Jr., are authorized and directed to sell at public auction, free of all encumbrance and subject to confirmation of this Court, the land, buildings, equipment, fixtures, machinery, patents, good will, accounts receivable, money in hand or upon deposit, also all merchandise, raw or in process, finished goods and all contracts of the Empire Tire and Rubber Corporation, on Wednesday, the thirteenth day of September, 1922, at eleven o'clock in the forenoon.

BUSINESS—The manufacture of automobile tires and inner tubes, also a large variety of mechanical rubber goods including hose, belting, packing, matting, etc.

LAND—Approximately 16 acres, with railroad siding and switching facilities.

BUILDINGS—Contain 235,000 sq. ft. of floor space, consisting of 45 buildings of brick, timber and steel construction.

The real estate and its appurtenances, equipment and fixtures will first be offered for sale separately, and the remaining property will then be offered for sale. All of the said real property as a going concern.

No bid shall be considered for the real estate, appurtenances, equipment and plant, nor of the property as a going concern in its entirety, unless the proposed bidder shall have deposited with the Receivers by twelve o'clock noon of the day preceding the sale a certified check for One Hundred Thousand Dollars (\$100,000), such certified check to be upon a bank or trust company approved by the Receivers and to be made to their order. And no bid will be considered for the personal property alone unless the proposed bidder shall similarly deposit a certified check for One Hundred Thousand Dollars (\$100,000), which deposit will be returned to the unsuccessful bidder upon the final rejection of his bid, and the deposit of the successful bidder to be applied on account of the purchase price or held as security for the performance by the bidder or bidders of the terms of the accepted bid, or subject to such other proper use as the Court may determine.

All the above assets are now ready for inspection. For any further information, please write the Receivers, care of the Empire Tire and Rubber Corporation, Trenton, New Jersey.

WEDNESDAY, SEPTEMBER 13th
AT TRENTON, NEW JERSEY

Attorneys:
W. Holt Appgar,
Trenton, N. J.
Robert B. Honeyman,
61 Broadway, N. Y.

Receivers:
Arthur H. Wood,
C. Edw. Murray, Jr.