

HEARS OF HOPES TO RE-ENTER TODAY Flyer Speeds to Harbor Grace From New York for Start.

By the Associated Press.

HARBOR GRACE, Newfoundland, August 2.—John Henry Mears, 30, who in a comparatively short lifetime has broken the sound-world time record only to see it again shattered, was poised here tonight for the longest hop of his latest effort, 1,900 miles across the North Atlantic from this airport to the Baldonnel Airdrome at Dublin, Ireland.

Mears dropped out of the skies at 1:55 o'clock Eastern Standard Time this afternoon in his red and silver monoplane, the City of New York, after a speedy flight from Roosevelt Field, N. Y., in the unusually good time of 8 hours and 15 minutes. The distance was 1,150 miles.

Tailwind 2d Goes Along.

With him were two passengers, Henry J. Brown, 31-year-old air mail pilot, who accompanied him perfectly in his first long overwater test, and Tailwind 2d, a 31-year-old gift to Mrs. Mears from Mary Pickford.

If all goes well, and there were every prospect tonight that weather tomorrow would be clear, Mears would be able over the dead stretch of the fog-shrouded North Atlantic which they must next negotiate, the flyers hope to be at dawn.

The world's record for the circumferential journey they have undertaken is 21 days, 8 hours and 26 minutes, and it belongs to the Graf Zeppelin which made the mark last year. Mears and Brown hope to cut it to 15 days.

The trim craft circled over this city twice before it came gracefully to a perfect landing. Mears alighted while Brown taxied back to the head of the field and both were given rousing cheers by the large crowd which quickly closed in upon them.

Tune Up Plane for Hop.
The two men posed for about 20 minutes for newspaper and other photographers and then turned their attention to the all-important business of tuning up the plane for its greatest test tomorrow. A local aviation mechanic took the ship in hand and ran a detailed check for possible flaws.

Mears set a world's record in 1913 by circling the globe in 35 days, 21 hours and 36 minutes. Again, in 1928, he made a new mark of 23 days, 15 hours, 21 minutes and 3 seconds. On that trip he was accompanied by G. B. D. Collyer, The Collyer, who was to cross Europe and Asia, but steamers on the oceans.

The next year, the Graf Zeppelin still further lowered the mark. The Mears-Brown flight tomorrow will be the first west-to-east crossing attempted in England, who was to have made the first try on July 10, crashed on July 6 at St. John's during a test flight and was killed. His plane was demolished and the flight abandoned for this year at least.

Confident of Success.
Mears said tonight he was confident of success. The plane he is using is a Lockheed Vega, cabin monoplane. They hope to cross the Atlantic in 14 hours. The plane used up 176 gallons of gas in the first hop, and Mears expects to use 340 gallons more for the jump across the ocean.

He said if the weather conditions hold good the first hop of dawn will see the City of New York off on its jaunt to Ireland.

THIRD BANK BANDIT SUSPECT ELUDES WIDESPREAD HUNT

(Continued From First Page.)

Baltimore Pike, the Defense Highway and several local roads leading out of the city, but found no trace of their quarry.

The police had covered throughout the day the usual haunts of Embery, who is well known to the police, but the youth, if he appeared at any of them, was not recognized by the policemen.

The youths now being sought were the victims of the bravado of one of their number, who gave Gilbert E. Hyatt, Jr., the license number of the car in which they were driving just before they relieved him of the \$4,000 pay roll he was carrying and dumped him out of the machine in Rock Creek Park.

This little trouble, however, did not prevent the police, abetted by the retentive memory of Detective Sgt. Dennis J. Murphy of the thirteenth precinct, brought their speedy arrest.

About a week ago Detective Murphy, with his running mate, E. F. Lewis, of the thirteenth precinct, were riding along in a police car when they spotted a machine containing two youths whom they wanted to question in connection with a housebreaking in the thirteenth precinct. They drove alongside the car and Lewis jumped from the running board of the police car to the car of the youths and after questioning. Instead of stopping, as they were ordered, the youths showed Lewis from the running board of the machine and sped away. Before Murphy could pick up Lewis and give chase the car had been lost in traffic.

Remembers Couple in Car.
But Murphy remembered the license number of that machine and when the robbers Friday morning told young Hyatt the number and it was broadcast to all police precincts, Murphy recognized it. Murphy also remembered the youths who had been in the car at the time. He says they were Embery and Carl Davis.

Without bothering to see whose name the car was listed in, Murphy reported his deductions to headquarters and Detectives Howard Ogle and Hubert Brodie were dispatched on the case. Other threads in the case had entangled Beck and shortly after midnight Beck and Davis were arrested and their alleged confession was being drawn from them.

Detective Ogle found a fight on his hands when he arrested Davis. Police cordons had been placed about Beck and Davis, and while Ogle searched Davis' room.

Davis went into the house unobserved by the police, and Ogle and found Ogle ransacking his room for evidence. He made a dive for the door and the police followed a rough-and-tumble fight for a few minutes. Hearing the scuffling, Lewis, who was outside with the police cordon, ran into the house and with his aid Ogle managed to subdue Davis.

Davis Served in Reformatory.
Davis, six years ago, was sent to the National Training School for Boys, on Bladensburg road, as leader of a boy bandit gang.

On September 30, 1925, Davis and three other boys of his gang confessed in juvenile court before Judge Catherine Sellers to a long list of crimes. Young Davis was sentenced to stay in the training school until he was 21.

He was released, however, before he reached that age for good conduct at the school.

A short time before appearing in juvenile court young Davis and his friends pried open the bars of their room in the Detention House and made a desperate attempt to escape. They were captured after a chase by police.

Who Killed Jerry Buckley?

Liquor Frame-Up and Enmity of Detroit Gambling Racketeers Are Rumored as Causes as Police Claim to Know Slayer's Identity.

DETROIT, August 2.—The Detroit News says that it has collected current rumors and theories of what was behind the killing of Gerald E. (Jerry) Buckley, radio speaker who attacked the underworld and criticized the administration of Mayor Charles Bowles. The rumors, the News says, have been collected particularly from "those elements of society which had reason to fear and hate Buckley."

The News asks in a first-page, eight-column headline, "Who Killed Jerry Buckley and Why?" The first answer, the paper says, comes from the police themselves. In the fall of 1927, the paper recalls, liquor exportation from Canada was at its height and Canadian who were in that business found themselves dealing with the underworld on the American side of the river.

Kidnapers turned their attention to the wealthy exporters in Canadian border cities, intending to extort money from them, as they had been doing from persons in illegal business in the United States. Canadians, however, were engaged in a legitimate enterprise in their own country, and appealed to the law, the News says. Two men, Frank Cammarata and Thomas Licoval, were arrested and charged with carrying weapons.

The men insisted that they were being "framed," the News says, in order to forestall kidnaping attempts. There were rumors that they paid \$4,000 to "some one" to get them out of trouble, the paper continues, but \$10,000 was reported to have been paid to the same person to see that they were convicted. Buckley, who was a lawyer, aided these men, arranging for counsel for them in Windsor. They were convicted and served three years. Recently they were released. The police announced that

they were seeking associates of these men in connection with the killing.

A second theory, the News says, was obtained from a man "close to the big racket." This man is quoted as saying that "some one who claimed he had influenced with the new (Bowles) administration" lined up the gamblers hand-book men and slot-machine agents and told them "they could go after the new administration started." This man is quoted as saying that after spending a great deal of money on equipment, the gamblers found that they were allowed to run at times, but were raided at others. They blamed this "stop and go" policy, the News says, largely on Buckley, who was opposing over the radio whenever the gamblers operated. These gamblers, the unnamed man is quoted as saying, "hated Buckley like poison," blaming him for the short profit on their illegal investment.

A "big gambler" is quoted as saying that the gamblers did not kill Buckley, and that gamblers of Detroit are losing \$10,000 a day as a result of the raids which came after his death. Along this line the News also says that the bootleggers and rum runners who have borne the brunt of police "tip-offs" since the killing, say they do not know who shot Buckley, but they ever did it "the biggest boner in the world."

Another theory, the News says, is that the racketeers of the suburb of Hamtramck, alarmed by a statement by Buckley that he would expose them next, had decided to shoot him.

Police Commissioner Thomas C. Wilcox, the News says, answered the question with a statement that while police know the identity of the killer, he was frank to say they do not know the motive.

SECOND WOMAN GUILTY OF PROBE

Witness Is Said to Have Been With Buckley Day Before He Was Slain.

By the Associated Press.

DETROIT, August 2.—Police today tightened their hold on a young woman who they say knows the "voice" which lured Jerry Buckley to his death and took another woman into custody for questioning.

Miss Marjorie Mansell, entertainer for radio station WMBB—the station for which Buckley was the million pollster commentator—was ordered held for 48 hours more under the equivalent of \$200,000 bond after a hearing this morning before Judge Henry S. Ewen in Recorder's Court on a writ of habeas corpus.

The latest woman to enter the case is Miss Ethel Bronson, said by police to have been with Buckley 24 hours before he was shot down. She was released tonight. Police said she had revealed nothing of importance in the case.

Meanwhile, the police said they were continuing their search for Egbert M. Hoffman, secretary of a wealthy family whose bank book, showing average daily deposits of \$2,000 for recent weeks, was found in Miss Mansell's apartment.

He had not been found, but his attorney, Fred A. Behr, said Hoffman had made "some sort of a statement" to Police Commissioner Thomas C. Wilcox. Hoffman's secretary, Behr said, lived with Miss Mansell. She frequently made deposits for him of rents collected for his mother, whom he described as a "very wealthy woman."

"It is perfectly natural," he added, "that his secretary should have taken the book home and then have forgotten it. She left early this week for her vacation and no one knows where she is."

Hoffman, a member of a prominent and wealthy family, is regarded as rather eccentric. He has been acting as a volunteer policeman under the administration of Mayor Charles Bowles, who was recalled July 22 after a bitter campaign in which Buckley criticized the administration. Buckley was killed two hours after he announced the result of the election.

Conditions on the West Coast and in the Rocky Mountain regions are not so bad as they were in the East, but "high hazard" conditions exist throughout the forests of the Appalachians. Normally they present less fire hazard at this time of year than at any other.

The drought has been so severe in the hardwood forests of the East that the trees are shedding their leaves weeks earlier than usual.

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HEAT WILL HOLD, BUREAU PREDICTS

Water Consumption Increases as Little Hope of Break Is Seen.

Fair and continued warm weather today and tomorrow, with 94-degree temperature again almost a certainty, is the Weather Bureau's official forecast for the Washington area.

The Weather Bureau last night at 10 o'clock could promise nothing more attractive than "moderate southwest winds."

Always loath to hazard a guess as to what the weather might do, officials nevertheless said with a degree of finality that "nowhere on the map" is there a suggestion of relief. Their reference was to the weather map and not the geographical map, and the statement was accompanied by the opinion that the 95-degree temperature reached yesterday afternoon would predominate again today and tomorrow.

While the Capital continues to sweat in the hottest weather on record, residents continue to consume more water than in any similar period in the history of the city. The daily average consumption dropped slightly, but the stupendous total of 96,508,000 gallons. This daily average exceeded the daily average of the preceding fiscal year by 14,430,000 gallons.

Statistics showing the water consumption, which were compiled by D. W. Holton, superintendent of the District Water Department, showed that on July 21 the population consumed 114,071,000 gallons, which was about 14,000,000 gallons more than on July 31, last year, when the previous record in this respect was marked up.

The drought, which has baked the country between the Rocky and Appalachian Mountains has created extreme fire hazards in the national forests. The Forest Service of the Federal Government, with only a month of the new fiscal year behind it, has marked down a fire-fighting cost of \$200,000, more than twice as much as had been expended in the corresponding date a year ago.

While such fires as exist are now under control, the Forest Service said yesterday that fire-fighting organizations in all the national forests had been recruited to full strength as a precautionary measure.

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R-100 TO RESUME FLIGHT IN 3 DAYS

Visits of British Dirigible to Canadian Cities Waits on Repairs to Fin.

By the Associated Press.

ST. HUBERT AIRPORT, Quebec, August 2.—Determined to make their own repairs without resorting to the use of the United States Naval Hangar at Lakehurst, N. J., the crew of the British dirigible R-100 today began the work of patching the air monarch's damaged fin.

Unable to use ladders because of the air currents which moved the giant ship around despite her ground cables and mast anchor, the crew is faced with a most painstaking task. For a time officials considered taking the R-100 to Lakehurst, where the hangar and equipment would facilitate the repairs.

Fabric Laced on Fin.
The work of lacing the new piece of fabric over the huge rent will be comparatively easy, but it is when the work of "doping" the new covering begins that the task becomes dangerous. Men must be swung down from the top of the dirigible to apply glue and paint to the patch.

Meanwhile refueling operations were continued and officers estimated that the fin repairs would be completed and the ship ready to sail aloft again within three days. The R-100 will visit several Canadian cities before it starts on her return trip to Cardington, England.

Officers who conducted a party of newspaper men about the palatial ship today minimized the reports that their craft was in danger Thursday afternoon when she was caught in the storm near Quebec and her fabric damaged.

Girls Made Fabric.
The repairs were effected by a man lying across the girders inside the envelope, they said, "and there was nothing very difficult about it."

The fabric for the patch was turned out in a Montreal factory by a group of girl employees, who worked all last night at the task.

A dinner party at Montreal, which will bring the state invitation list into use for the first time since the visit of Queen Marie of Rumania, has been planned for the officers and crew of the dirigible August 13. The governor general, lieutenant governor, the premier and his cabinet will be among those invited.

J. L. Ralston, minister of national defense, held an official reception for the officers and crew of the R-100 this afternoon in a hangar at the airfield.

Rain during part of the day held up repairs of the dirigible, but the refueling operations were unhampered.

GREENLAND MAY DENY
TRANSATLANTIC PAIR
PERMISSION TO LAND

(Continued From First Page.)

Their airplane can carry enough gasoline for this jump, which they estimate they could make in 25 hours.

PILOTS BRACE FOR ORDEAL.

Two Suffer From Cold on 1,300-Mile Hop to Iceland.

REYKJAVIK, Iceland, August 2 (AP).—Two German airmen, Wilfrid Hirth and Oscar Weller, en route to America, today braced themselves for the most difficult phase of their journey, the hop to Greenland.

The flyers, who made the 1,300-mile jump from the Orkney Islands yesterday, lost no time in getting down to fitting store to equip themselves with the warm clothing necessary for their next flight. They chose jackets made of Ice-land wool.

Hirth and Weller were a pair of cold aviators when they alighted upon the improvised airfield last evening after their long trip along the edge of the Arctic. They had hopped off from the Orkneys without fur coats, not having time to buy them, and the plane with the weight of such garb, at the expense of its fuel capacity.

The men had some difficulty in finding their landing place, having taken the wrong direction after reaching land. Seeing they would have a hunt before they could find the edge of the ice, they waited on the ground for help from the air.

While such fires as exist are now under control, the Forest Service said yesterday that fire-fighting organizations in all the national forests had been recruited to full strength as a precautionary measure.

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NAVY PLANS TO RETIRE THESE BATTLESHIPS OCTOBER 1

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