

BLACK CASHMERE SOCKS**"KING'S QUALITY"****50 DOZEN**All Wool Black Cashmere Socks will be offered for sale on
Saturday, Oct. 22nd for**25c a pair**These Goods are made in England and are absolutely Fast
Dye and Seamless and usually sell at 35c a pair**Our Price on Saturday 25c a Pair.**

All Sizes in the Lot.

W. E. FARRELL

The Broadway Store

Opposite Normal School

ROWNTREE'S CELEBRATED ENGLISH PASTILLESIn all the different flavors, just received, see them in
our up town window.

Sole agents for McConkey's High Grade Chocolates

CENTRAL PHARMACY ARTHUR J. RYAN
Corner Queen and Carleton Sts.**LEATHER GOODS**We have just received a large stock of Ladies' Leather
Hand Bags**Prices 89c. to \$15.00 Each.**

See Our Upper Window.

C. H. FOWLER,

Jeweler and Optician.

Opposite Post Office.

NEW VEGETABLES**GREEN CORN
SWEET POTATOES****SQUASH
CELERY****RIPE TOMATOES
CHOICE FRUIT****PEACHES PEARS PLUMS GRAPES
ORANGES BANANAS WATERMELONS
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Mud Guards and Gas Lamps

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We have them all Prices

**Wm. C. Burt - F'ton. N. B.
KEYS REPAIRS****SPECIALS FOR THIS WEEK**

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**DRY GOODS
and CLOTHING**Requirements from the Biggest Fall Stock
ever carried by us, and save money.

Boy's Sweaters	50c, 75c, and \$1.00
Men's Sweaters	\$1.00, 1.25 " 1.50
Men's Cardigans	1.35, 1.50 " 1.75
Men's Pants	1.29, 1.50 " 1.75
Men's Oxford Pants	1.89, 2.00 " 2.25
Men's Underwear	50c, 75c, " 1.00
Boy's Underwear	25c and up.
Boy's Rock Maple Hose	25c
Boy's Cashmere Hose	25c
Boy's Pants	50c, 60c and 75c

PETER FARRELL & CO**Wellman and His Associates
Tell a Most Thrilling Story****Daring Aviators Had Thrilling Experience in Their Attempted
Flight Across the Atlantic--Rescue of the Party a Great
Triumph for Wireless Telegraphy--Wellman Undaunted
by His Failure.**

New York, Oct. 19.—Walter Wellman and his five companions were landed here this afternoon by the steamship Trent, which picked them up at sea after they had abandoned their dirigible balloon, America, and failed in the first attempt ever made to cross the Atlantic through the air.

A bruised right hand which Wellman carried in a sling, was the only physical injury that resulted from their long voyage of approximately 900 miles, and a rescue, the like of which is unknown to all history. None of the aeronauts expressed regret for the loss of the America. They agreed that it had served its purpose, and taught its lesson. All stand ready to renew the attempt as soon as Wellman and his engineers find a way to conquer the difficulties that brought their first trip to its thrilling end Tuesday morning, 400 miles southeast of Sandy Hook.

CAUSE OF FAILURE

Standing on the deck of the Trent, clad in the same suit of khaki he wore when he and his crew launched the America last Saturday at Atlantic City, Wellman made the statement: "We thought we could not get along without the equilibrator. Now we find we couldn't get along with it. Our plans for the future are indefinite until we find something that will do what we thought the equilibrator would do."

The "equilibrator," to which Wellman attributes the failure of his voyage, was the series of tanks containing gasoline which floated in the water attached to the airship by a long rope. Its purpose in addition to storing gasoline, and serving as a wireless, "ground" was to keep the balloon steady, compensating for the expansion and contraction of gas due to changes in temperature, which would have made the America rise or sink erratically.

The America's experience proved that this floating tail, perking at the delicately poised airship made it impossible to steer or make headway in the desired direction and severely weakened the structure. To find another means of compensating for this unavoidable change in the volume of gas is the problem to which Wellman and his engineer, Melvin Vaniman, will now devote their attention.

JETTISONED GASOLINE

The direct cause for abandoning the America was the exhaustion of the supply of gasoline, which had to be thrown out to save the ship until when the crew abandoned the balloon only enough to last about twenty-four hours remained.

The members of the America's crew said they felt as well as ever, and they looked it. They are: Melvin Vaniman, engineer; J. Murray Simons, navigator; J. K. Irwin, wireless operator, and Alkert Loud and Bert aissailors. There was also the kitten which was so pampered by the women passengers aboard the steamer that her sides bulge with feeding. She had made the air voyage as a nameless cat, but on board the liner was promptly christened "Trent." She left the steamer on Mr. Vaniman's shoulders. Vaniman's companions said that even in the haste of preparing to leave the America, the chief engineer made sure that there was enough air in the compartment of the life boat where the cat was stowed to make her comfortable.

MORSE LAMP BRINGS HELP

After the Wellman party had boarded the tug, Wellman stood with his arms about his wife and one of his daughters and joined those aboard the tug, in cheering for the Trent and her captain, Chas. E. Down. It was the Morse lamp, winking its message through the darkness that just preceded the dawn of Tuesday morning and not the wireless that first attracted the attention of those aboard the Trent to the distressed airship.

Stanley Angel, an ordinary seaman of 18 years, and George Sangster, an able seaman, had the early watch. Angel saw ahead of him, high

up on the northeast a faint light.

"At first," said the boy, in narrating his experience tonight. "I thought it was the morning star. Then I saw two faint red lights beside the white one, and next made out a dark blur against the sky. The white light kept awinking and then I knew that it was a signal, and reported it to G. J. Fitzgerald, the fourth officer in charge of the watch."

Fitzgerald notified W. H. Lanison, the chief officer. By this time the outline of the airship had been made out against the moonlit sky and Lanison called Capt. Down out of his berth.

"H-E-L-P--H-E-L-P." was the message the white electric lamp on the America was signalling to the steamer. As Albert Lench, the signal man on the Trent expressed it: "She kept making 'Help.'"

"When I came on deck," said Captain Down, the airship was plainly visible. In the light of the full moon she looked enormous, hanging low in the northeast and close at hand. In reply to our signals she told me her name and that she was in distress and asked us to stand by."

WIRELESS CONVERSATION

"Then the wireless was called into use and between Louis M. Ginsburg, operator on the Trent, and Jack K. Irwin, the operator in the life boat, suspended below the gas chamber of the America, passed a series of messages that will stand in history as the first wireless communication between a ship at sea and a ship in the air. Here are the messages copied from Ginsburg's record on the Trent:

Trent—"Do you want our assistance?"

America—"Yes; come at once. In distress. We are drifting. Not under control."

Trent—"What do you want us to do?"

America—"Come ahead full speed, but keep astern, as we have a heavy tail."

Trent—"O. K. Am standing by wireless in case of trouble."

America—"You will pick us up at daylight. You will be better able to see us then."

America—"Come in close and put bow of your ship under us, as we will drop a line. But do not stop your ship as you will capsize us."

America—"Who are you, and where are you bound for?"

Trent—"Steamship Trent," for New York.

America—"Have one of your boats ready to launch, as we will probably capsize when we launch our boat."

Trent—"O. K. Boat manned."

Trent—"Are we gaining on you?"

America—"Yes. We are getting ready to launch."

Trent—"Should we stop for you?"

America—"Don't stop. We will drop a sea anchor and try to check our ship."

America—"We have a motor going above me. Can't hear your signals now. Will say when I can. We are pumping air into air ship ready to bring her down level."

Trent—"We are going full speed waiting for your orders."

America—"We are going to launch boat. Stand by to pick us up."

A THRILLING RESCUE

This ended the exchanges of wireless messages. "At this time," said Captain Down, of the Trent, "we were in speaking distance of the America. She was only twelve feet above our forestays and moving about twelve knots an hour. We kept beneath her with great difficulty, for she, swung to and fro in the air currents and sometimes we were forced to go full speed astern so as not to lose her."

"Then the crew of the airship began trailing wire ropes. Lanison, our chief officer, grabbed one, and held on until the skin was rubbed off his hands and he was lifted from his feet and nearly dragged overboard. After half an hour we decided that this method of rescue was hopeless and much too risky. So Wellman asked us to keep close while he and his crew let down their lifeboat, and trusted to us to pick them up. We got two boats ready and stationed men along the sides with life buoys. I signalled 'All ready,' and Wellman lowered his airship until the life-boat suspended underneath was within six feet of the water. The trailer, composed of tanks of gasoline and weighing 3,000 weight, was the great danger, and after the boat was launched this struck her and stove a hole in the side about six inches in diameter, but above the water line."

"When Wellman dropped his lifeboat it struck the sea broadside, but quickly righted itself. I went full speed ahead and had considerable difficulty in picking up the boat. Mr. Wellman injured his hand in trying to catch one of our ropes."

"The last I saw of the airship she was fifteen or twenty miles away

with one end in the water. Her valves had been opened and she undoubtedly sank soon, dragged down by her heavy machinery."

"Wellman and his crew came aboard and after baths, dry clothes and a good breakfast, appeared none the worse for their experience."

"Wellman told me that when he abandoned the America he had enough gasoline to keep going about twenty-four hours."

**CANADA'S FAMOUS FOOTBALL
TRAINER****Gives His Opinion of Zam-Buk**

Mr. Sim Vaughan, trainer of the Hamilton Tigers Football Team, and admittedly one of Canada's finest trainers, is amongst those who have proved how useful Zam-Buk is to the athlete, as well as in the home. He says: "I hold Zam-Buk in the very highest esteem as a balm and embrocation for athletes. As trainer to the famous Tigers Football Team of Hamilton, I introduced it some time back, and it would be safe to say that there is not one single member of the team who has not been indebted to Zam-Buk for the cure of some bad bruise, cut or sprain. Zam-Buk prevents wounds 'taking the wrong way' and ensures rapid and healthy healing."

"Many of the ordinary preparations cause hard encrustations to form on a wound or cut, and when these get knocked off, the wound is worse than ever. Zam-Buk, on the contrary while healing a wound keeps the tissue soft."

"In my estimation it is the finest healing balm obtainable; and no athletic institution or no athlete should be without it. I say this after over fifteen years' experience as a trainer of athletes, and after experimenting with nearly all known embrocations. Zam-Buk is, without doubt, entirely superior."

Athletes should note that the above opinion is shared by such well-known sportsmen and athletes as Sherring of Hamilton, Longboat, the All Blacks, of New Zealand, and all the leading football organizations of England. For sprains, cuts and abrasions, for stiffness, muscular rheumatism, and as an all round embrocation and balm, Zam-Buk is—as Mr. Vaughan exclaims it—"entirely superior." All druggists and stores at 50c. box. Refuse imitations.

THE LATE JULIA WARD HOWE

(Continued from page five.)

room struck off at white heat early in the Civil War, when in the camps about Washington Mrs. Howe was thrilled by the marching of thousands of gallant young soldiers to the martial air of "John Brown's Body." The regiments caught up with enthusiasm the new words which set to the familiar tune, and the "Battle Hymn" was sung in camp and field, from Maine to the Gulf of Mexico. It became the Marseillaise of the unemotional Yankee. The verses are as follows:

BATTLE HYMN OF THE REPUBLIC.

My eyes have seen the glory of the coming of the Lord;
He is tramping out the vintage where the grapes of wrath are stored;
He hath loosed the fateful lightning of his terrible swift sword;
His truth is marching on.

I have seen him in the watch-fires of a hundred circling camps;
They have builded him an altar in the evening dews and damps;
I can read his righteous sentence by the dim and flaring lamps;
His day is marching on.

I have read a fiery gospel writ in burnished rows of steel;
"As ye deal with my contemners, so with you my grace shall deal;
Let the hero, born of woman, crush the serpent with his heel;
Since God is marching on."

He has sounded forth the trumpet that shall never call retreat;
He is sifting out the hearts of men before his judgment seat;
Oh, be swift, my soul, to answer him! be jubilant, my feet!
Our God is marching on.

In the beauty of the lilies Christ was born across the sea,
With a glory in his bosom that transfigures you and me;
As he died to make men holy, let us die to make men free,
While God is marching on.

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A splendid opportunity to save money on Misses or Childs
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DRUGGISTS QUEEN ST.**Peerless Granulated Sugar****SWEETEST, PUREST, STRONGEST.**

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18 pounds for \$1.00.

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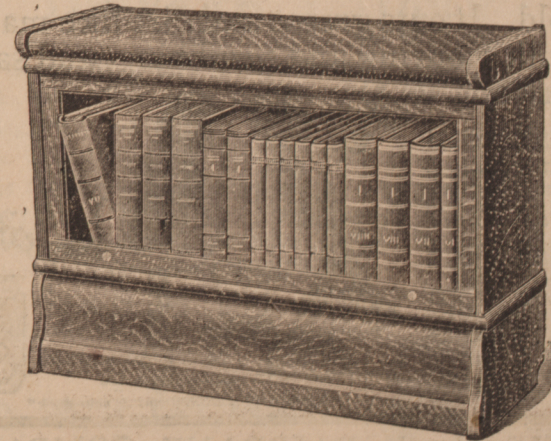
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