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THE AIRSHIP AMERICA MAY CROSS THE ATLANTIC

Will Attempt the Long Trip Under Super-
vision of Aviator Wellman—A Start
Made From Atlantic City This Morning
in the Presence of a Big Crowd.

Atlantic City, N. J., Oct. 15.—The airship America which has been preparing for a flight across the Atlantic Ocean under the supervision of Walter Wellman, was this morning taken out of the huge hanger in which it has been housed for months. The delicate operation of removing the 223 foot long gas bag was performed without mishap. At 8.03 a. m., the great cigar shaped balloon went up in the air and started seaward. In two minutes it had disappeared in the dense fog which prevailed.

Atlantic City N. J. Oct. 15.—What little wind that was blowing at the time was from the west. As the balloon went into the air a parting cheer was given by about 1,000 persons whose faith in the Wellman enterprise had stood out against the attacks of those doubters who declared their belief that he would never take the America off the ground.

The aeronauts waved "Good bye" and climbed into the car of the immense gas bag and floated off in the dense fog that enveloped the entire island while the crowd kept cheering.

The trip was scheduled as a mere trial but the grim statement of chief engineer Merwin Vaniman that "we won't come back until we have had a try at Europe," is believed to mean that the men will not return unless some accident befalls the ship or the crew is forced by adverse winds to come back.

Dense fog with no wind made the conditions agreeable and the balloon was out of sight almost immediately. The last reported sight of the America and its crew was secured by a volunteer crew of the yacht Oliver, belonging to Col. Thomas Potter, of Philadelphia, which guided the balloon out of the inlet. Just before starting chief engineer Vaniman informed Mrs. Vaniman and friends that there is every reason to believe that the almost perfect weather conditions will warrant the trip being continued in an effort to cross the ocean.

Thousands of people were on the beaches and board walks at 9.30 a. m., watching for the big balloon in case a return was made and wireless operators on pier stations were being besieged with enquiries in the hope that some word might have been received of the progress of the America if its trip to Europe was really attempted. The work of getting the America out of the hanger began at 7 o'clock. Sixty local policemen and firemen assisted Wellman and his crew in the difficult task. The removal was accomplished with much less trouble than had been anticipated and within an hour the big gas bag floated in the air, ready for a start.

Col. Potter's small motor yacht by means of a rope, towed the airship the few hundred feet necessary to reach the water's edge, and when the boat cut loose, the monster balloon floated in the air. Those gathered to witness the start declared the sight was remarkable. Every condition was perfect for ballooning. There were six men on the airship and they were provided with provisions, mostly of the canned variety, sufficient to last them a month. The only means of cooking was a small oilstove, but this, Wellman said, would do all the cooking they required. Each man was provided with two uniforms, the one of khaki he wore when the airship started, and a much heavier one for use in case extraordinary cold weather is encountered.

When the airship had sailed about 400 feet from shore it disappeared in the fog, leaving a crowd on the shore almost speechless with astonishment. It was estimated that the two engines, which were working perfectly, were pushing the balloon through the air at the rate of 26 miles an hour.

Atlantic City, N. J., Oct. 15.—At 10 a. m. the fog had partially lifted but the America is out of sight from the beach and board walk. The wireless aboard the balloon is probably not yet working and no word has been picked up at wireless stations here.

A GREAT AIRSHIP

The America is a larger craft than the one in which Mr. Wellman was supposed to have started for the North Pole. The airship's gas bag

has something of the shape of a cigar 238 feet long 52 feet wide and is said to be capable of lifting about twelve tons. The envelope carrying the gas weighs more than two tons.

Attached to the big gas bag is a car 156 feet long. The floor of the car is really a large flat tank in which the gasoline for the motors is stored. The America carries three gasoline engines, one of which is a donkey and the other two are used for motive power. They are in the centre of the car and of about 90 horsepower.

Beneath the car hangs a lifeboat, 27 feet long to be used in case the balloon is wrecked.

Dropping down from the car is 130 foot equilibrator which takes the place of a drag rope used on balloons. The equilibrator consists of a steel cable to which are attached thirty steel tanks each carrying 75 pounds of gasoline and forty wooden blocks each about 20 inches long. The equilibrator makes it unnecessary to carry ballast. It is intended that the balloon shall sail along at a height of about 200 feet. If it settles close to water the wooden blocks and the tanks would float on the water and relieve it of some of its weight. As the gasoline is required the steel cable will be pulled up into the car of the balloon and a tank emptied. Altogether the America carries 9,000 pounds of gasoline. The America is as thoroughly equipped with sextant compasses and other instruments for locating positions as are big ocean liners. The captain of the yacht Oliver when it returned to the inlet stated that when he had the last glimpse of the airship her engines were not working. A member of the crew shouted that the balloon would be kept in the air and every effort would be made to keep her engines in good shape for a trip across the ocean. The captain did not know whether the engines had been started at all or whether there was difficulty in making them run.

After the airship rose and went out of sight it developed that one member of the crew had been left behind. He is Jean Jacon the French motor expert. It was not known whether he was at the hanger when the balloon was brought out. Jacon is said to have had some difficulty with Wellman over wages.

THE AMERICA'S CREW

Atlantic City, Oct. 15.—The crew aboard the America included Walter Wellman, Melvin Vaniman, chief engineer, P. Murray Simmons, navigator, and Albert Louis Loud and

Atlantic City, N. J., Oct. 15.—When he left here it was Wellman's intention to go north, following the New Jersey coast, as far as New York. If he found that the airship was working to his satisfaction and that conditions remained right, he intended following the route of steamers up to Nantucket and then turn

coastward and follow the path of trans-Atlantic liners across the ocean. He expected to make every effort to keep in the steamship tracks so that in case of accident he would be close to steamers with wireless with which the airship is equipped and could be quickly rescued if he was compelled to take to life boat under the America.

Atlantic City, N. J., Oct. 15.—Reported at 11.10, that the America was sighted off Long Island by a steamer which communicated with wireless station here.

THE FIRST MESSAGE

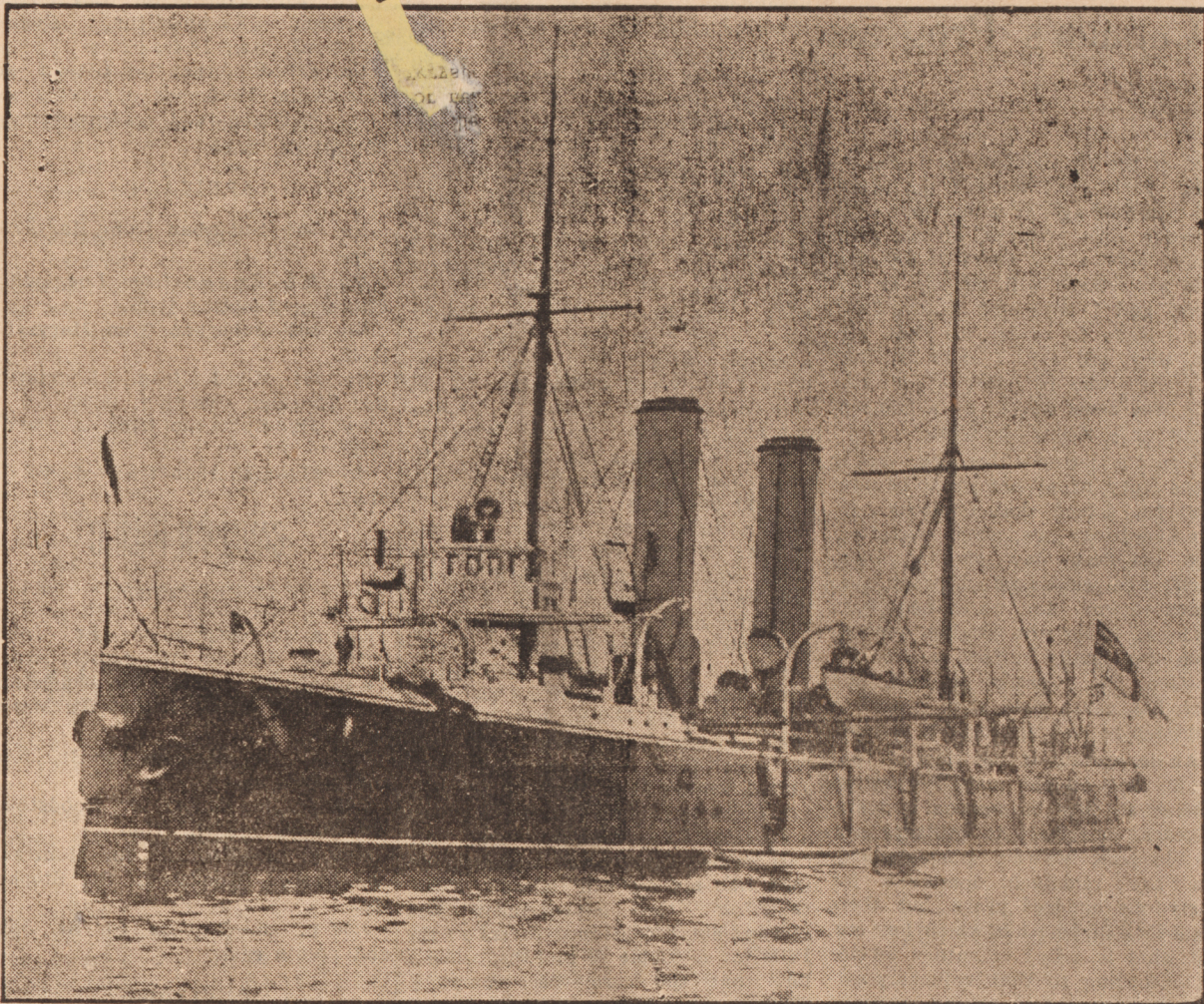
Atlantic City, N. J., Oct. 15.—At 11.15 a. m., the first wireless despatch from the America was received here, "headed northeast." It is said "All well on board; machinery working fine. Good-bye. J. Irwin."

Atlantic City, Oct. 15.—At 12.30 p. m. a message sent by operator Irwin on the America, was picked up by the United Wireless Station in this city. It said, "Still going to sea. Were forced to stop motors to get wireless outfit in working order. Now able to work wireless and motors again, started."

Miss Ella Whitehead has gone to St. John to spend a week with friends.

Miss Jean Hallett went to Milville this morning to spend a few days at her home.

THE CANADIAN NAVY



THE CRUISER RAINBOW.

The first ship of the Canadian navy to be stationed in Pacific waters and utilized as a training ship. Announcement was made a short time ago that the government of British Columbia had decided to present the officers of the Rainbow with a piece of plate. Engraving supplied by New York Herald Syndicate, Canadian branch.

INQUEST IN LOS ANGELES DISASTER NEXT TUESDAY

Los Angeles, Cal., Oct. 12.—Coroner Hardwell has set next Tuesday as the day for the inquest in the Times disaster. The report of the committee declaring that nitro glycerine or one of its compounds caused the explosion which killed twenty or more men, will be considered.

The members of the committee however, will be called to testify as experts. Contributions for the relief of the victims families now totals \$27,000.

MUSICAL FESTIVALS TO BEGIN AT MONTREAL

London, Oct. 15.—Dr. Harriss sailed today for Canada. He announced that Sir Edward Edgar is to conduct the Dream of Gerontius with Doctor Cowards Sheffield choir at Montreal March 27th next which will open the series of musical festivals around the empire. Lady Norrah Noel youngest daughter of Lord Gainsborough is among the list of soloists.

AN IMPORTANT STORM WORKING NORTHWARD

Montreal, Oct. 15.—An important storm near the Bahamas is not unlikely to move northward along the Atlantic coast. The weather this morning is overcast in Ontario and Quebec, and continues fine and warm in the western provinces.

OVERALL WILL PITCH FIRST GAME OF SERIES

Chicago, Oct. 15.—With today's game between Chicago and St. Louis the National League baseball season closes.

At 7.30 tonight the Cubs will leave for Philadelphia, where on Monday they will meet the Philadelphia Americans in the first game of the world's series.

According to present plans Overall is slated to pitch the first game of the World's Series in 1907 and 1908 and was successful in each contest. Manager Chance, the referee figures that Overall will "come back and land a third victory for his team."

HUMANE CONFERENCE CONCLUDES ITS LABORS

Washington, Oct. 15.—The International Humane Conference, conducted here this week, under the auspices of the American Humane Association, will be concluded today. One of the important subjects to be discussed in the closing sessions will be that of cruelty to seals, the subject to be presented by William T. Hornaday, director of the New York Zoological Park. Reports on animal protection in various countries of the world will be presented and there also will be a report of the International Conference General Committee on animals, including resolutions upon which action will be taken by the Conference.

JOSEPHINE BARTLETT NOTED ACTRESS IS DEAD

Chicago, Oct. 15.—Mrs. Josephine Bartlett Perry, wife of Harold Perry of New York, known to the public as "Josephine Bartlett," died at the Baptist Hospital Thursday night from injuries received in an automobile accident in New York a year ago last spring. Mrs. Perry had sung in many character parts and continued on the stage until the time of the accident.

SHELDON SAID TO BE ANXIOUS TO COMPROMISE

Montreal, Oct. 15.—(Special)—It is reported that an offer has been made by a friend of Sheldon's, the missing blind pool operator, to settle the claim of a client on a compromise basis. The offer was refused.

LOCATED AT GIBSON.

Dr. W. L. Turner, for many years a resident of Meductic, is now located at Gibson, where he will practice his profession. The doctor practised in the upper section of the county for nearly forty years, and has been very successful.

HAVING GOOD SPORT

Mr. Adam Moore, the well known guide of Scotch Lake, in a letter to a friend in this city, written at his camps on the Tobique says: "We never had such big moose heads as we are getting this year. We have had eight hunters to date, six men and two ladies, and one of the latter got a moose. So far we have got five moose. We change of this week and take in five more sports. I expect to be busy the whole month of November this year. Mrs. Moore caught a trout here in front of the house camp that weighed 5½ pounds."

STOCK PRICES CONTINUE TO GO UPWARDS

New York, Oct. 15.—Wall Street.—Trading in stocks was very active at the opening of the market and prices were generally higher. The effect of profit taking sales, however, was manifest at some points. Canadian Pacific advanced 1½, Ontario and Western, Denver and Rio Grande, General Electric and International Harvester 1, and the Interboro Metropolitan stocks ½. Toledo, St. Louis and Western, pfd., declined ½.

New York, Oct. 15.—Money on call nominal, no loans. Time loans firm; 60 days 4½ to 4¾ per cent., and 90 days, 4½ to 4¾. Six months 4½ to 4¾.

(Quotations from direct private wires of J. M. Robinson & Son, Bankers, St. John, N. B. Members of Montreal Stock Exchange.)

	Open	Noon
Amalgamated	69½	70
Atchafalca	104½	105½
Smelters	73½	75
Brooklyn	78	78½
Canadian Pacific	196½	196½
Great Northern, pfd.	131	131½
Northern Pacific	119½	120½
Pennsylvania	131	131½
Reading	150	151½
Soo	132½	132½
Southern Pacific	118½	118½
Union Pacific	171½	173½
U. S. Steel, com.	75	75½
Dominion Iron	61½	62
Toronto Railway	124½	125½
Quebec Railway	48½	48½
La Rose	4.50	4.50
Nipissing	19½	19½

PUGILIST KETCHELL DANGEROUSLY WOUNDED

Springfield, Mo., Oct. 15.—Stanley Ketchell, champion middleweight pugilist, was shot and it is believed, fatally wounded on the ranch of R. P. Dickerson, five miles north of Conway, Mo., this morning.

LARGEST CARGO OF LUMBER ON RECORD

Portland, Ore., Oct. 15.—When the British ship Knight of The Garter, sails today for Shanghai, with five million feet of lumber on board, she will break her own record for the largest cargo of timber ever put aboard.

On June 10th the vessel sailed from here with 4,920,000 feet of lumber, which until today was the largest cargo to have been floated.

HORSE RACES AT SYDNEY

Walter H., Asa Long-
boat Easy Winners
In Their Classes

The Veteran Peter Carroll Drove the
Halifax Horse to Victory in Straight
Heats.

Sydney, C. B., Oct. 15.—(Special.)—The horse races, postponed from Thursday, on account of rain, were pulled off yesterday. The first event was won easily by the Halifax horse Walter H., in three straight heats, the best time being 2:37. The veteran Peter Carroll held the reins. The 2:27 pace was won by Longboat, with Simmons second and Miss Kolal third, best time, 2:27½. The 2:22 trot and 2:24 pace and 2:40 trot are being run off this afternoon.

VOLCANO NOW IN VIOLENT ERUPTION

Seward, Alaska, Oct. 15.—The famous Bogoslow Volcano, in the Alutian islands, is in more violent eruption than ever before, according to a report brought by the revenue cutter Tahoma.

Smoke and ashes are rising a mile and a half above the crater, according to the triangulations made by the Tahoma's officers. Flames are shooting from the cones, lava is flowing down the sides, and huge boulders are flying high in the air. A lake in the centre of the Bogoslow is boiling. The island formerly was the rendezvous of numerous sea birds all of which probably perished. Not one live bird was visible from the Tahoma, but great numbers of dead ones floated in the sea.

The Tahoma anchored ten miles from the volcano, not daring to approach nearer.

The cutter's deck was covered with ashes even at that distance. The cutter's officers spent a day in viewing the magnificent spectacle and in making photographs.

YORK COUNTY MAN DEAD AT WOODSTOCK

Woodstock, N. B., Oct. 15.—(Special.)—William Jones, a resident of Nortondale, York, died here last night after an illness from typhoid pneumonia. He leaves a widow, two sons and one daughter. The family are Herbert and Horace, of Woodstock, Woodford, of Fredericton, and Mrs. Stanley Hamilton, of Woodstock.

UNSUCCESSFUL ATTEMPT TO DYNAMITE TRAIN

Paris, Oct. 15.—An unsuccessful attempt was made to dynamite the tracks of the Northern Railroad near Lrauli, before the passage of the London Express from Boulogne for Paris. The train was brought to a standstill, but later proceeded. A dynamite cartridge had been used by the wreckers but without effect.

TROPICAL HURRICANE LOSING ITS FORCE

Tampa, Fla., Oct. 15.—Indications today are that the West Indian hurricane continues to move in a westerly direction, and may lose its force in the Gulf of Mexico. There are no signs, according to weather bureau officials, that the storm will turn and sweep the Atlantic coast. The barometer is falling here this morning, reading 29.88 at 7 o'clock.

Miss Daisy Weddall returned home yesterday after a pleasant sojourn of three months in the Canadian west. The friends of Mr. Peter Hughes, of the Board of Works office, are pleased to see him out after his recent illness.

BIG DEAL ON AT HALIFAX

Siliker Car Works
May be Taken Over
by New Company

Stockholders Have Received Offer and
Will Meet on October 24th to
Consider it.

Halifax, Oct. 15.—(Special)—The stockholders of the Siliker Car Company will hold a special meeting in this city on October 24th to deal with an offer made by F. B. McCurdy and Company, stock brokers, acting for Messrs. Rogers & Douglas, who now control the majority of the common stock of the concern. The offer, it is understood, is to purchase the property, business and franchise of the Company and the unpaid balances due from those who hold preferred shares. If the deal goes through it is proposed to form a new company, with increased capital, to carry on a business similar to that of the Siliker Company.

BRILLIANT SOCIAL EVENT AT RESIDENCE OF DR. AND MRS. STEEVES

One of the first events of the social season took place at the residence of Dr. and Mrs. W. H. Steeves Lansdowne Street, last evening, when they gave a dance in honor of the coming out of their daughter, Miss Valerie Steeves. Miss Diblee, of Woodstock, who is visiting Miss Steeves, helped receive the guests. There were eighteen dances, with three supper extras. A light supper was served about twelve o'clock. Hamilton's orchestra furnished the music, and Miss Bessie Bebbitt, of New York, played the piano for the first few dances. Among those present were:

Mrs. J. C. Allen.
Misses Tupper, Lynch, Olden, Fish, Garden, Perley, Jardine, L. Edgcombe, Colburn, Colwell, Ballyok, Bassett, Carter, Doble, B. Bebbitt the Misses Sterling and the Misses Edgcombe.

Messrs. T. Barker, H. VanWart, G. P. Rigby, S. C. Grimmer, J. Creaghan, D. Winslow, D. Colburn, C. Barry, G. FitzRandolph, A. R. Babbitt, F. Richards, McLeod, Turner, G. F. Baird, A. Carter, E. MacNutt and K. Vavasour.

ST. JOHN BOY INJURED BY AN EXPLOSIVE

St. John, Oct. 15.—(Special)—Bernard Barnes, a thirteen year boy, while playing on the dump of Courtney Bay this afternoon picked up some kind of an explosive. He was badly burned and is now in the hospital.

HIGH SCHOOL LOST AT ST. JOHN TODAY

St. John, Oct. 15.—The football game this morning between St. John High School and the Fredericton High School resulted in a victory for the former by the score of 9 to 0.

BRITISH COMPANIES AND THE CHILIAN NAVY

London, Oct. 15.—Ship-building companies are not likely to bid for the construction of the battleships proposed for the Chilean navy. Despite representations by German and American interests, the Chileans have not altered the original specifications which favor British builders in that they call for certain equipment of British manufacture. The bids will be opened on October 30th.

Paris, Oct. 15.—The directors of the Railroad Companies involved in the strike agreed to grant a minimum wage of \$1 a day to the employees of all lines running out of Paris. The new scale will go into effect January 1 and constitutes the chief concession demanded by the men.