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**APARTMENT HOUSE PROPOSITION**  
on Gerrard near the Gardens, 16-foot  
lot with large, substantial brick resi-  
dence on same; must be sold to close  
an estate.  
H. H. WILLIAMS & CO.,  
24 Victoria St.

**OFFICES**  
Standard Bank Building, King and  
Jordan, for rent January 1st, 1911. Ar-  
range to suit requirements of tenants.  
H. H. WILLIAMS & CO.,  
24 Victoria Street, Toronto.

**PROBS:** Increasing S.E. and E. winds; fair and  
warming to-day; showers during the night.

SEVENTEEN PAGES—WEDNESDAY MORNING OCTOBER 19 1910—FOURTEEN PAGES

30TH YEAR.

## MOTOR BROKEN, GASOLINE SCARCE

### BIG DIRIGIBLE WAS BLOWN FAR OUT OF ITS COURSE

### WELLMAN GIVES UP HIS FLIGHT

**Balloon "America" Has to be Abandoned After Daring Aerial Navigators Take Refuge in Small Boat to be Picked up by Steamer.**

**USED THE WIRELESS TO CALL RESCUERS**  
NEW YORK, Oct. 18.—Man's first attempt to cross any ocean in an airship has failed, but Walter Wellman, five companions and a kitten, who essayed the voyage, are safe.

The airship, the giant America, is a battered aerial derelict, abandoned at sea, perished still in the air, perhaps sunk beneath the waves, with its costly equipment.  
Picked up by the steamship Trent early this morning off the North Carolina coast, Wellman and his fellow-air navigators are due in New York at noon to-morrow. They left their craft only because she was in distress and blown so far from the lane of transatlantic steamship travel that a continuation of the voyage with the British Isles as the objective was hopeless.

So, summoning aid by wireless, the difficult and dramatic transfer to the Trent was accomplished. Having been spoken by wireless, presumably in the vicinity of Nantucket at 12.45 p.m. on Sunday, it was a surprise then when the news came that the America had encountered the Trent homeward bound from Bermuda, in a longitude and latitude nearly 400 miles southward and only 250 miles northwest of Bermuda.

Thrilling indeed must have been the experiences of the America's commander and crew as they were thus swept out of their course.  
Capt. Down of the Trent flashed first news of the rescue in a message to The New York Times, which, with The Chicago Record-Herald and The London Daily Telegraph, contributed \$35,000 for the purpose of the expedition.  
The first narrative of the rescue sent by wireless from the steamer Trent to the Associated Press, reads:  
"At 4.30 a.m. to-day the steamship Trent sighted the airship America. As wireless communication was immediately established, Irwin, the operator on the airship, informed Gineburg, the operator on the Trent, that the airship America's crew wished to abandon the balloon. Wireless communication was kept up from this time on between the airship and steamer.  
"Daylight was rapidly approaching, and the Trent was requested to follow the America, which was then drifting in the state of the wind at 12 knots an hour.  
"After a council held on the airship, it was decided that the best means of rescue was to launch the lifeboat. But this was such a hazardous undertaking that much time elapsed before the maneuver was executed, as the tank of gasoline, consisting of tanks of gasoline and wooden blocks, threatened to capsize the lifeboat, as it was dropped from the balloon into the water.  
"Perilous Work.  
"The danger was at last overcome, and the operation was carried out. Jack, the Wireless Operator Irwin and Louis Loud, the engineer, and also knocked a small hole in the side of the lifeboat. The air-ship immediately was released of its weight of the crew and boat, shot skyward as the boat sank downward.  
"A moderate sea was running at the time, and after some slight difficulty the crew were taken on board, together with the lifeboat, at 7.30 a.m. All the members of the crew are well after a thrilling experience.  
"Wireless telegraph has distinguished itself by showing great accuracy in accomplishing the work of rescue. The Morse lamp signaling also took a great part in the communication between Jack and the officers of the steamer Trent, giving the signals which led to the rescue."  
The crew was picked up in latitude 34.3 north, longitude 62.18 west, where the America was abandoned. Wellman says that the airship had been blown out of her course, and that it was inadvisable to proceed.  
**Motor Broken, Gasoline Gone.**  
Further wireless news from the Trent to-night says that one of the America's motors had broken, which made more serious the predicament created when all the gasoline that could be stored was cast into the sea. It is also probable that the craft had suffered severely from the breaking of its great ratchet or equilibriumator, which served the triple purpose of elongated gasoline tank, balance and wireless ground.  
Wellman had flashed by wireless to Sirasobret that this immense appendage, battered by the waves, had aused trouble and anxiety, necessitating starting off the motors at times. Buffeted as the craft was by the winds, it is likely that the equilibriumator was broken in the America's juddering southward journey.

**Anxiety Was General.**  
When the steaming began the calls of distress and drew near its aerial sister Wellman shouted his predicament thru a megaphone and decided that he would lower his lifeboat, which hung from the dirigible's bottom. As a precaution the Trent lowered her lifeboats, which stood by until the airship was sighted.  
The rescue was accomplished at a time when two continents' worth of breathless anxiety was being felt by the crew, a feeling that had become so acute here that President Taft had authorized the navy department and the revenue cutter service to send out vessels in search of the missing airship, which, prior to the rescue, was lost in communication by wireless with the Marconi station at Gloucester, Nantucket.  
At Atlantic City Mrs. Wellman and Mrs. Edwin Vaniman, wife of Wellman's chief engineer, were torn with anxiety, while every wireless station on the Atlantic coast was exerting its efforts to pick up some news of the navigators.

## PLUCKY BUT UNLUCKY

Walter Wellman has, at least, shown his nerve, even if he has failed in his attempt to fly across the broad Atlantic. The America has undoubtedly broken all previous records, both as to time in the air and distance covered. The previous time record, that of Count Zeppelin, was 27 hours. The America's time up was practically three full days, or 72 hours, and the distance traveled about 800 miles, altho the record is 870 miles.  
The America is, or was, 228 feet long and 52 feet in diameter, with a lifting capacity of 23,650 pounds. The envelope alone weighed two tons. There were three gasoline engines aboard, two of from 80 to 90 horsepower for the propellers and a smaller one for the operation of a donkey engine.  
Taken as a whole, the craft was practically the same in which Wellman made his two starts for the North Pole in 1907 and 1909 respectively. Neither of these attempts was successful; both were made from Spitzbergen, Denmark. The first trip was abandoned when the America was driven toward a jagged cliff; the second was given up because of the breaking of a long trail rope, stored with provisions, not unusual to the equibrator of the trip just ended.  
Mr. Wellman is 52 years old, and was born in Mentor, Ohio. As a journalist and explorer, he became interested in ballooning and had great faith in the possibilities of exploration and voyaging by dirigibles.

## BALLOONS ARE HEADING STRAIGHT FOR ONTARIO

**Ten Starters in Gordon Bennett Race and Eight Are Still Missing.**

ST. LOUIS, Oct. 18.—Heading straight for Ontario, across the great lakes, along the best balloon route in America, Capt. Von Abercron, a German pilot, with his balloon Germania, is believed to-night to be leading in the international race for the James Gordon Bennett Cup. Ten balloons started at St. Louis late yesterday, and so far as reported, eight are still sailing.  
Somewhere within a radius of 100 miles, over Lake Huron, despatches indicate the America II, the St. Louis No. 4, the Helvetia, the Azures, the Isle de France, the Harburg III, and the Dusseldorf II, are keeping close company with the leader. The Dusseldorf II, piloted by Reed City, Mich., tonight, Pilot Gerike, came low enough to ask the way, and then ascended, traveling northeast.  
Six balloons are reported to have crossed Michigan, and others are thought to be either flying across Lake Huron or to have passed into Canada.  
St. Louis Von Phul in the Million Population Club, one of the three American entrants, was forced to descend six miles north of Racine, Wis., this morning at 7.30 o'clock, because of a lack of ballast. The French balloon Condor landed four miles north of Two Rivers, Wis., late to-day.

## ST. LAWRENCE POWER PROPOSITION AGAIN

**Long Sault Development Co. Officers Confer With Government Engineers.**

OTTAWA, Oct. 18.—(Special.)—The project of damming the St. Lawrence River at the Long Sault for purposes of power development is again to the fore. Messrs. Holsgate, Rickey and Buell, representing the Long Sault Development Co., to-day saw the engineers of the public works, railways and canals, and marine departments, with further reference to the project. No new plans have been filed. It is explained that there is a new chief engineer of railways and canals, who wished to learn details of the proposals, particularly as regards reports of a new proposition.  
Henry Holgate, C. E., of Montreal, who heads the deputation representing the company, stated that the proposition submitted is the same as before.  
"Is there not a move to develop only on the American side?" he was asked.  
"Yes, that is being considered, but only as an integral part of the whole development," he said. "It would look to eventual extension to the Canadian side. We are making no new proposal. We are simply explaining the old one. It has never been understood properly."  
"What about the waterways commission—where does it come in?"  
"As I understand it, there is no new international waterways commission," he stated. "The subject was before that body, but it never reported. The commission does not longer exist, because of the new waterways treaty, which authorizes a new commission, not yet appointed. The proposition, however, must be dealt with by that body, when appointed, and nothing can be done before."  
Mr. Holsgate intimated that as soon as the commission is appointed or re-appointed, as the case may be, the matter will be pressed.  
**BOY BITTEN BY DOG.**  
Upon the order of Dr. W. E. Walters, East Toronto, the head of a spaniel will be sent by the police to the provincial analyst to be examined for rabies.  
Yesterday morning the young son of A. F. Allen, Lee-avenue, was bitten on the lip by the dog, which is owned by his uncle. Dr. Walters was called and the police destroyed the dog.

## FEVER HOSPITAL BURNED

**Patients Were All Safely Removed to Another Building.**

WINNIPEG, Oct. 18.—(Special.)—Late this afternoon the main building of the exhibition, which is now being used as a scarlet fever hospital, caught fire from some unknown cause. A general alarm was sent in to the fire department, and with great difficulty the small patients were rescued, there being no less than forty-four small children.  
Some confusion resulted, for the patients were virtually all foreigners, and it seemed as the each one was speaking a different language. The patients were first accommodated under the grand stand, but were later removed to more commodious quarters.  
The main building was totally destroyed.

## HE IS NOT BILINGUAL



**OLD MAN ONTARIO:** I don't know French for "Don't butt in," or I'd give you some mighty good advice, friend.

## FLORIDA IN GRIP OF A TROPICAL HURRICANE

**Inrush of Sea Does Great Damage at Key West, St. Augustine and Other Points.**

KEY WEST, Fla., Oct. 18 (via Havana).—The tropical hurricane which has been sweeping the West Indies and southern waters for the past five days, took Key West in its grip yesterday, and tore away the roofs of houses, shook a number of buildings from their foundations, blew vessels from their moorings, and did other damage, the extent of which cannot yet be estimated.  
The south beach section and the western part of the city suffered greatest. The sea poured over the low-lying shores, and many houses facing the ocean were either wrecked or blown from their blocks. The pleasure resort, La Brica, a large building, was broken in half. The Consumers' Ice Company's plant and the Havana-American Cigar Factory were badly damaged. Several handsome residences were blown down, and the new government wharf was pounded by the heavy waves, until sections of it were broken away. The damage to the electric company's plant amounts to \$50,000, while the naval station will cost many thousands of dollars to put in repair. Several schooners were dismasted and sunk in the harbor.  
Only three lives are reported lost.  
**Big Loss in Jacksonville.**  
JACKSONVILLE, Fla., Oct. 18.—The loss in the City of Jacksonville up to 10 o'clock to-night was heavy, and throughout the state it will total several millions. That there has been loss of life is not doubted here. Invariably the last messages received here last night from points south of Jacksonville reported hurricanes winds increasing in velocity.

## CRIPPEN PLEADS NOT GUILTY IN OLD BAILEY

**Counsel Declares He and Miss Leneve Intrigued Three Years to Get Rid of Mrs. Crippen**

LONDON, Oct. 18.—"I am not guilty," Standing alone in the great prisoners' dock in Old Bailey, facing Judge and court to-day, the accused murderer, Dr. H. B. Crippen, entered a plea of not guilty to the charge of murdering his wife, Belle Elmore, the music hall singer whose dismembered body is alleged to have been found buried in the cellar of their Hill-top Crescent home.  
Lord Alverstone, Lord Chief Justice of England, who is presiding at the trial, entered with Sir John Knill, Lord Mayor of London, and together the dignitaries sat side by side on the bench.  
The dapper little doctor wore a new black broadcloth frock coat, cut according to the latest style. His pearl-grey trousers were creased as tho they had just come from the tailor, while his linen was immaculate. He even wore spats. Mr. Crippen, in opening for the crown, declared that the prosecution would show that he and Miss Leneve had been plotting for three years to get rid of Mrs. Crippen, and had done all in their power to bring about an estrangement and divorce, so that Miss Leneve might marry again.  
"His income was being absorbed," Mr. Crippen continued, "in supporting a woman he did not love. We will show that on Jan. 2, 1908, three days before this crime is said to have been committed, Crippen was badly pinched for money. His professional income was the ostensible reason he gave for his wife's disappearance was that she had fled to America and joined Bruce Miller, Mrs. Crippen did not flee to America to join Miller. Miller has been brought to England by the crown as a witness, but he has not yet been seen since 1904."  
"Gentlemen of the jury," continued the King's counsel, "this guilty conscience of Crippen" exposed him. When Inspector Dow arrested him on board the Montrose, Crippen paled and exclaimed, "I am not guilty. I am not guilty. I am not guilty. I am not guilty. My anxiety has been too much for me to bear."  
For the purpose of knocking out the poison defense that Mrs. Crippen died a natural death, and that Crippen buried her body to prevent suspicion, Mr. Crippen exposed him. When Inspector Dow arrested him on board the Montrose, Crippen paled and exclaimed, "I am not guilty. I am not guilty. I am not guilty. I am not guilty. My anxiety has been too much for me to bear."  
Several witnesses were called, their testimony being practically the same as given at the inquest. The testimony of Bruce Miller of Chicago proved a surprise.  
Under cross-examination by Attorney Tobin, Miller admitted that the first time he met Belle Elmore Crippen was absent in America on business, but that he visited her many times in her home in Storey's square, and that he wrote her affectionate letters from France.  
He indignantly denied that he had ever been guilty of improper relations with her.

## JURY SAYS MANSLAUGHTER THE DEFENCE WAS STRONG

**Justice Teetzel Will Consider Suspension of Sentence in Case of New Liskeard Hotelman.**

NORTH BAY, Oct. 18.—(Special.)—William R. Montgomery, charged with manslaughter, came before Judge Teetzel to-day, he being defended by T. G. Robinette, K.C. of Toronto, and A. N. Morgan of New Liskeard. Robinette is proprietor of the Windsor Hotel at New Liskeard, and the charge arose out of the death of Elmer Kline, chauffeur, which is alleged to have resulted from the effect of kicks administered by Montgomery in ejecting Kline from the hotel, July 1, 1909. The prosecution was conducted by Mr. Blackstock.  
M. L. Fitzpatrick of New Liskeard swore to witnessing Montgomery forcibly eject Kline from the hotel, and kicking him several times. Kline appeared to be under the influence of liquor. Richard Peeler also swore to the assault, but thought Kline was sober.  
Medical evidence showed that Kline had died from rupture of the urthra, probably caused by injury.  
Montgomery swore that Kline was put out of his hotel, June 20, and that he did not see him on July 1, and did not kick anyone. Kline had been a nuisance about the bar, and he had forbidden the bartender to serve him liquor. He had visited Kline at the hospital, because he had been a guest at the hotel.  
Anthony Palmer, manager of the Windsor Hotel, swore to visiting Kline at the hospital in consequence of stories circulated that he had been injured at the hotel, and the sick man, the very weak, had nodded his head in acquiescence to a question as to his being hurt at the fair grounds. He did not see Kline in the hotel July 1, and no one was kicked out that day.  
James Doonan swore that Kline was injured July 1 by jumping on a sharp-pointed post, being unable to speak for 20 minutes, and Dr. Stallwood and Evans swore that Kline's condition could have resulted from injury received that way. Dr. Evans did not think that the injury could have been inflicted by a kick, unless the foot was long and narrow and curved upward to a point.  
The jury, after being out for two hours, returned a verdict of guilty of manslaughter, with a strong recommendation to mercy. Mr. Robinette moved for suspended sentence, on the ground of no intent to injure and the good character of the accused. Mr. Blackstock concurred in the appeal for leniency, and Judge Teetzel promised to consider the plea on Thursday, when evidence of character will be produced.  
Joseph Silvester, merchant of South Bay, Indiana, held on charge of abduction and arson, was brought before Judge Leask this morning and given his liberty, no evidence being offered. He consented to give the 8-month-old child, and the mother left for her home with the baby.  
**BERNHARDT COMING.**  
It is announced that the "Dixie-Sera," Mrs. Bernhardt, will sail from Havre, France, Oct. 22, for her seventh and last visit to America. Her tour will begin in Chicago, Nov. 21, and will include the principal cities of the U. S. Canada, (including Toronto), Cuba and Mexico. She will have a company of 46 and a repertoire of 20 plays.



The handsome improved Building of W. & D. Dineen, Furriers, at Yonge and Temperance Streets.

## GETS TWENTY YEARS

**And the Lash for an Offense Under the Charlot Act.**  
FERRY SOUND, Oct. 18.—The sitting of the justice to-day was taken up with a case under the Charlot Act. The prisoner, James Lavalguais, alias John Roy, was found guilty, and forthwith sentenced by Justice Clute to 20 years' imprisonment, with two years' probation.  
Owing to the absence of a material witness for the crown in the Young murder case, the court was adjourned until 9 o'clock to-morrow morning. In the event of the missing witness not being secured by that time, the trial will be laid over, probably to a special sitting of the court.

## POUND ANOTHER CUB STAR OUT OF THE BOX

**Athletics Take Second Big Game by 9 to 3, Retiring "Three-Fingered" Brown After a Savage Bat-Fest That Netted Six Runs in the "Fatal Seventh."**  
By TY COBB  
Champion slugger of professional baseball—Copyright by The Philadelphia Press Company.

PHILADELPHIA, Oct. 18.—In one of the most spectacular baseball games which have yet been played in a world's series—spectacular because it truly showed the remarkable offensive strength of the Athletics—the American League champions gave the great Chicago National League team a severe drubbing this afternoon, score 9 to 3.  
The fatal inning to-day was that notorious seventh, when one team or the other invariably makes a cluster of runs. In that one period, the Mack men made six juicy runs, which put them on "easy street" and sent the great Mordcan Brown to the bench. Up until that inning the game had been fairly close, with Coombs a little unsteady, but having gill-edged support by the infield, Collins especially doing some work which fairly startled Brown. He did not come up to expectations. He started out fairly well, but he seemed to depend too much upon a curve ball, and as the game progressed the Mack men found that style of pitching more to their liking. Finally Collins the Star.

Eddie Collins was the particular star. The grand little second-sacker outgassed Johnny Kling, who, after all, a man like Collins, who gets the start and has the speed and ability to slide, can puffer bases on the catcher as well as the best the National League could produce.  
Danny Murphy contributed what I consider the feature play, a beautiful throw to the plate after catching a fly from Chance's bat, when the bases were populated with three Cubs, getting Brown, who had the courage to try to score. The ball came to Thomas on a single, and it was a magnificent hit to touch the miner, who made a foolish slide.  
The hitting of Collins, who had two doubles and a single; Baker, Davis, Strunk, Murphy, Thomas and Lundy was timely, and each of them played some part in getting runs for the Athletics.  
I certainly consider that the wonderful offensive play and the vicious onslaughts of the Athletics to-day will long live in the history of world's series. It looked to me to-day as if Coombs had been finding himself too much. He is a glutton for work and should have been kept at it more just previous to this series. Jack had good control of his curve ball, but his fast one shot wide of the plate. It is possible that he should have been signed for more curves in the early part of the game.  
I think the most interesting part of to-day's game was that wonderful seventh inning. Collins, who had been hitting good up until that inning, frightened Brown, who worked mighty hard to retire him. Eddie would not be fooled by the miner's quick breaking curves and succeeded in walking. Right here it might be said that Collins seemed the man the Cubs were most anxious to get.  
Baker missed two chances to sacrifice Collins ahead, and then hit a terrific low drive past Chance. Eddie easily reached first, there being no tempt made by Schutte to throw him out. At this stage Brown seemed to be making the mistake of trying to curve too many balls. Harry Davis discerned this and, as the Cub tried or hooked up another curve, the Athletic captain pulled it into the left field crowd for two bases, scoring Collins. Baker reached third and Davis scored on the throw in.  
Danny Murphy, the iron-nerved rightfielder, faced a difficult situation, but shocked the Cub team by hitting the first ball pitched, a fast one, and incidentally the first one for a good while, almost in the same spot as Davis. It also was good for two bases and scored Baker and the Mack captain. No one was out, as Barry added a neat sacrifice, which put Murphy on third. Thomas immediately slammed a beautiful single to left, scoring Danny. Coombs was out on a high collarer, which moved Thomas up to second. Strunk's dandy drive directed over first for two sacks scored Ira. Lord smashed a terrific drive to left center.

Continued on Page 2, Col. 3.  
**The English Hat in New York.**  
A strange hat situation has been created in New York by the sudden determination of the stylish-looking men to buy English-made hats. They pay the protective tariff demanded by the States, which brings the regular \$4 English Derby Hat to an eight dollar retail price. Even at eight dollars the well costumed New Yorker claims that he is getting better value than in the American-made Derby Hat at \$5. Toronto men can buy the English-made hat in Toronto at the English price and they can also purchase the very exclusive designs not to be found in New York. The Dineen Company, sole Canadian agents for Henry Heath of London, England, who is maker to His Majesty, when you visit the store, ask for the Dineen catalog of new fur goods.