

PIRMAN IN BIPLANE LOST HIS WAY IN FOG

He Could Do Nothing But Circle Around, Not Knowing Where to Go.

New York, Sept. 6.—Captain Thos. Baldwin is the first aviator to lose his way while sailing through the air. Experience he had yesterday may result in bird men carrying compasses in the future.

Baldwin made a flight at Mineola, the weather was cloudy and the fog came in over the island. When up a distance that he does not know, he found he had run into a cloud and fog bank and could see nothing.

The aviator field had disappeared from sight. There was nothing to do but keep on moving. He was afraid to descend, not knowing where he was, that he was over, or how high he was.

"All I could do," he said afterward, "was to keep on going. I did this. I made up my mind that I could sail round in a circle about on the level I was, until I got my bearings. I just kept going in a circle waiting for something to happen. Finally I heard the throb of a motor and knew that someone else was in the air, and wondered if there would be a collision. I just kept on going until I saw the other machine until I could see where it was and in what direction it was going. A few seconds later I made out the shape of a plane, it was a little below me. I decided to follow it. I did so, and soon was out of the fog bank and over the aviation field. Then I came down."

The man who led Captain Baldwin out of the mist was Harry Harkness, the Cleveland aviator, who was taking a sail and testing his machine. He was practicing for the international meeting, where he has entered for several of the prizes. His being in the air probably saved Captain Baldwin from circling around for a long time and landing perhaps miles from the starting point.

There were several flyers out at the time. Joe Seymour made five flights in the evening. Charles Schriener came to grief twice in the Diesel machine, landing in the old graveyard, he repaired and went up again.

MUSCULAR PRIEST THRASHES INSULTER

Father Tracy Thrice Floors a Man Who Tore Off His Roman Collar.

St. Louis, Sept. 6.—Rev. Father John A. Tracy, noted baseball fan and hero of many spectacular happenings, including the collapse several years ago of a baseball pavilion at Philadelphia, last night thrice felled with his fists D. C. Lenihan, of Sioux City, Iowa, a travelling salesman, who subsequently was arrested and locked up.

Father Tracy was sitting in front of the American Hotel talking with two friends, when, according to witnesses, Lenihan stepped up, and addressing an insulting remark to him, struck him on the face. Blood spurted from Father Tracy's nose. Before he could arise from his chair, Lenihan snatched off the Roman collar and threw it on the sidewalk.

In an instant Father Tracy was on his feet, landing first with the right and then with the left on Lenihan's jaw. The salesman fell in a heap. He rose and started again toward the priest. Father Tracy drew back and called for someone to take his place in the fight.

The men standing around were momentarily too excited to respond.

Father Tracy had on his spectacles, and as Lenihan approached, he crouched to avoid a possible blow in the eyes. Then, quick as a cat, he landed another blow on Lenihan's face, and the salesman went down again. This was repeated, and Father Tracy was "wading in" to "put him out" for good when the police arrived.



RED ROUGH HANDS On Retiring

One night treatment for red, rough, chapped and bleeding hands, itching, burning palms and painful finger ends with

CUTICURA

Works wonders. Soak them, on retiring, in hot water and Cuticura Soap, dry, anoint freely with Cuticura Ointment, and wear soft bandages or old loose gloves during the night.

SOFT WHITE HANDS On Rising



TO BANISH SMOKE FROM WAR SHIPS

British Admiralty Experiments With Internal Combustion Engines for Navy.

London, Sept. 6.—For several days rumors have been in circulation that the introduction of internal combustion engines as a means of propulsion for the largest warships of the British navy is imminent, and a definite report has been published that the admiralty has decided to install this type of prime mover in one of the new battleships about to be laid down.

The report has created a considerable stir in naval and engineering circles, while to the public at large, which has not sufficient technical knowledge to appreciate the significance of the change, there is at any rate something striking to the imagination in the thought of a huge vessel, noiseless, smokeless and without funnels, gliding through the water at high speed. But the report lacks confirmation and is obviously premature. As more than once stated, important experiments are in progress, but it will be some time yet before the oil or gas engine replaces steam machinery on board a big battleship or cruiser.

When the change does come there is every reason to believe that it will first be seen in a British vessel, for, as was the case with the steam turbine, the naval authorities would not allow themselves to be outstripped by a foreign power. For this reason their plans and intentions are kept as secret as possible. It is known, however, that orders have been placed for the twenty destroyers in the naval programme of the year, and six out of this number were allotted to three firms, which are building them to special designs.

Two of these firms are Thornycroft and Yarrow, which have had considerable experience with internal combustion engines, and it seems probable, therefore, that two or more of the vessels may be fitted with this type of propulsion. It is known that in the vessels to be built by each of the firms in question the machinery fitted will differ not only from that of the others but from that of any other British destroyer.

The installation of marine gas engines aboard a destroyer may not seem to indicate any material advance, and is certainly a different thing to using them aboard a battleship. But it will be a step forward, for at the present moment the greatest horsepower obtained with the internal combustion engine for marine purposes is not more than two thousand, whereas seven times as much power is required for a modern destroyer.

In his memorandum accompanying the navy estimates for 1911, the first lord referred to the satisfactory trials of the small motor boats using heavy oil which have been constructed recently for naval use. Most of these have been appropriated to harbor service, and valuable experience has been obtained with them. But Mr. McKenna added that up to the present it has been considered that there are not sufficient advantages to warrant the replacing of steam machinery by oil engines in the power boats attached to ships, except in special cases.

From this it will be seen that the admiralty is proceeding very cautiously, for the motor boats referred to develop not more than three hundred horsepower, and are similar to the one known as the "Viceroy," which was the late king Edward made a trip in the Solent during his stay at Cowes for the regatta and naval review in 1907. From such craft to the battleship is a far cry, and the notion of fitting such a vessel with internal combustion engines would not be credited but for the recollection that as far back as March, 1907, Mr. McKenna, then first lord, directed the fitting of a direct engine to the "Viceroy," announced in a lecture that his company would be perfectly willing to accept an order for such a vessel and give the usual guarantee incidental to such an undertaking.

At that time it seemed that the engine driven by suction gas produced on board from anthracite or even possibly bituminous coal, would be that eventually adopted, but recent developments have brought the oil engine into greater prominence. Not only has an advance been made with the mechanism, but the question of the quantity and supply of the heavy oil or petroleum residue used by it is not such a difficult one.

Much attention is being directed to the order recently placed in Germany by the Hamburg-American Steamship Company for a 10,000-ton cargo vessel to be driven by two Diesel oil engines, each of 1,500 horsepower, with a speed of 12-1/2 knots, and the results obtained with this ship will undoubtedly have some effect upon the future of the oil engine for marine purposes.

But a warship of the latest type requires, besides great horsepower, high speed, and no pretence has yet been made that the gas or oil engine will give this. They have been rather advocated from the point of view of reliability and economy in working. But as Lord Graham once said, in directing attention to this point: "It is all a matter of development. The greater the amount of experience gained the sooner the speed will come." It is well known that both Lord Fisher and Sir Arthur Wilson favor the introduction of the internal combustion engine in some form, owing to the great gain in mobility and fighting efficiency which would accompany it. The technical staff at the admiralty, both in the engineering and constructive departments, are also alive to the necessity of carefully watching its progress. But it rests with the treasury to sanction the expenditure necessary for the initial experiments.

ZEPPELIN'S CRAFT BARRED

Cannot Carry Passengers Above the City of Strassburg.

[Associated Press.] Strassburg, Germany, Sept. 6.—What practically is a complete prohibition for the Zeppelin or other passenger carrying airships to make trips over this city or vicinity has been decreed by the government. The military authorities feared that foreign passengers might photograph the fortifications, and therefore declined to grant landing facilities to the airships.

In consequence of this order the company, which has been running an airship service from Baden-Baden will be compelled to return the passage money paid by persons intending to make trips from Baden-Baden and other points.

I am glad to give it to you.
It is the teeth purifying,
digestion aiding gum.



I am glad to see you chew this gum, instead of eating things that are bad for you. It is good for you.

The fresh, delicious flavor of crushed green mint leaves makes it the beneficial confection.

It's very cheap! It's very clean! It's very digestible! It's very refreshing!

Look for the spear

Made in Toronto, Canada.
Your dealer should sell it.

The flavor lasts

Wm. Wrigley & Co., Ltd., 7 Scott Street, Toronto, Ont.

PRESSING DUTY WAS HER WATCHWORD

Florence Nightingale's Character Revealed in Her Letters.

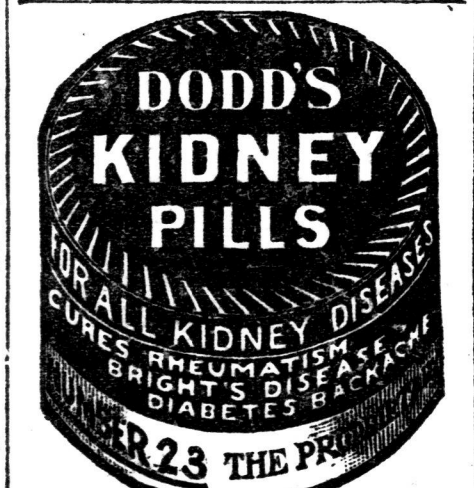
London, Sept. 6.—Some extracts from a number of hitherto unpublished letters written by the late Miss Florence Nightingale, some of them in facsimile, are published in the current number of the Christian Commonwealth.

Addressed to Surgeon James Pattison Walker, in India, the letters were written between nine and twelve years ago, between nine and twelve years after the Crimean War. For the most part they refer to hygiene and sanitary matters, but some interesting side lights and personal matters are included.

It is remarked that "there is not one unkind sentence in any of her letters." A reference to a certain highly placed official as a "snob" is followed by the apologetic parenthesis—"which is a very disrespectful form of speech on my part."

Much the most interesting is the last letter of the series. It was written on Aug. 10, 1888, and in the course of it the writer says:

"It is also eleven years this very day since I was taken ill with the illness from which I have never risen again. You see how much I have to thank God for, who has indeed led me by a way which I have not known. At the same time He has seen fit to send me troubles and trials, like waters which one could not cross, were one to look down into them. I am almost the last survivor of my fellow workers in England, men, some of them, but little older than I. And this very day has seen the death of the best and dearest



As Snug as a Bug in a Rug

We have no bug beneath our rug. We have none in our bed. The scourge is past, we're free at last. Through Countess Susan they're dead!

We used Common Sense Bug Paste in our bedrooms and bathrooms. The pests eat it greedily—and die. 25c, 50c and \$1, at all dealers. Remember! 1. Common Sense Bug Paste kills bedbugs and roaches. 2. It is the only satisfactory Vermin Exterminator. 3. It is safe for all persons and animals. 4. It is pleasant and fragrant. 5. It is effective. 6. It is economical. 7. It is reliable. 8. It is sure. 9. It is quick. 10. It is easy to use. 11. It is clean. 12. It is safe. 13. It is effective. 14. It is pleasant. 15. It is economical. 16. It is reliable. 17. It is sure. 18. It is quick. 19. It is easy to use. 20. It is clean. 21. It is safe. 22. It is effective. 23. It is pleasant. 24. It is economical. 25. It is reliable. 26. It is sure. 27. It is quick. 28. It is easy to use. 29. It is clean. 30. It is safe. 31. It is effective. 32. It is pleasant. 33. It is economical. 34. It is reliable. 35. It is sure. 36. It is quick. 37. It is easy to use. 38. It is clean. 39. It is safe. 40. 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