

WRECK RESCUE DUE TO WIRELESS

Wellman Party Safe in New York; Equilibrator Cause of Wreck.

GASOLINE THROWN AWAY

America, Abandoned by Crew, Sinks in Ocean, After Futile Voyage of More Than 900 Miles—New Problem Is Presented.

NEW YORK, Oct. 19.—For the first time in history wireless telegraphy made possible the rescue of an airship crew by a steamship at sea—a combination of circumstances that would have been regarded as impossible a few years ago—when the steamer Trent took on board the members of Walter Wellman's expedition organized to cross the Atlantic in the dirigible balloon America.

The members of the party reached New York today on the Trent, and details of the thrilling rescue of the air navigators were told. Wellman attributed the sorry end of the enterprise to the failure of the "equilibrator" to do the work expected of it.

"We thought we could not get along without the equilibrator," he said, "and now we find we could not 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" was the series of tanks containing gasoline, which floated in the water and was attached to the airship by long ropes. Its purpose, in addition to steering 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.

The America's experience proved that this floating ball, jerking at the delicately poised airship, made it impossible to steer or make headway in the desired direction and severely weakened the structure.

Gasoline Thrown Away. The voyage was abandoned primarily because of exhaustion of the supply of gasoline, which had been thrown out to save the ship.

Wellman tried to grasp a rope thrown from the Trent and the rope got twisted about his hand. Before he got loose it nearly tore off his little finger and badly bruised the rest of the hand. The other members of the America's crew said they felt as well as ever. Vanman, the engineer, was the only man who seemed exhausted by the trip.

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 steamer Trent to the distressed airship. Stanley Angel, an ordinary seaman of 18 years, and George Sangster, an able seaman, had the early morning watch. Angel saw ahead of him, high up on the northeast, a faint light.

Morse Lamps Hint Signal. "At first," said the boy, "I thought it was the morning star. Then I saw two faint red lights beneath the white and next came a dark bar against the sky. White kept a-winking and then I knew it was a signal and reported to the chief of the watch."

"H-e-e-l-p! H-e-e-l-p!" was the message from the sky. Then the wireless began talking and, between Louis M. Ginsberg, operator on the Trent, and Jack K. Irwin, the operator on the lifeboat, 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.

In the messages that followed the Trent offered help, and the America gave directions for the rescue of its own crew. The Trent was asked to come in close, but to avoid stopping, for fear of capsizing the airship, and to have boats ready to launch. "This she did."

"At this time," said Captain Down, of the Trent, "we were in speaking distance of the America. She was only 12 feet above our forecastle and moving about 17 knots an hour. We kept beating her with difficulty, for she swung to and fro in the air currents and sometimes was forced to go full speed astern so as not to lose her."

Trailer Added to Danger. "Then," continued Captain Down, "the crew of the airship began trailing wire ropes. After 11 of 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 the rowboat, saying he trusted to us to pick them up."

"I called, 'All ready,' and Wellman lowered his airship until the lifeboat suspended underneath was within six feet of the water. The trailer, composed of tanks of gasoline and weighing 20 hundredweight, struck the boat and stove a hole in the side about six inches in diameter, but above the waterline.

"When Wellman dropped his lifeboat it struck the sea broadside, but quickly righted itself. I went full speed ahead and had no difficulty in picking up the boat."

"The last I saw of the airship she was 15 or 20 miles away with one end in the water. Her valves had been opened and she sank soon, dragged down by her heavy machinery."

Jack Irwin, the wireless operator, figures that the America sailed about 870 miles—from Atlantic City to a point off Nantucket, 375 miles; from Nantucket northeast about 160 miles, until the storm caught her and carried her southeast to the point of rescue, a distance of 455 miles.

Wellman and his party were met at Virginia by numerous relatives. They went to a hotel here to spend the next few days. Wellman said he was not sure what he would do next.

ASSOCIATE JUSTICE WHO MAY BE ELEVATED TO POSITION OF CHIEF JUSTICE OF SUPREME COURT.



EDWARD DOUGLAS WHITE.

DEMOCRAT IN FAVOR

Taft May Appoint Douglass White Chief Justice.

HUGHES AND ROOT UP, TOO

President Likely to Weigh Political Situation Carefully Before Naming Choice for Supreme Bench at Next Congress.

NEW YORK, Oct. 19.—It was learned here today that among the candidates for Chief Justice of the United States Supreme Court whom President Taft is considering is Associate Justice Edward Douglas White. He is urged strongly for the place.

Justice White was appointed to the Supreme Court from Louisiana and is a Democrat. It is believed the President will give great weight to political considerations in making his selection. While the President is considering both Senator Root and Justice White, he has not given up the idea of appointing Justice Hughes. Sometime ago, it seemed that Justice Hughes was to be appointed, but the fact that he is seeking opinions both as to Justice White and Senator Root is taken to indicate Mr. Taft has not made up his mind.

None of the Supreme Court appointments will be made until Congress meets in November. Therefore, the Fall campaign and Senator Root's participation in it and the question whether a Democratic Legislature is elected in New York State will not enter into the President's considerations as affecting Senator Root.

MOISSANT FALLS FAR

AVIATOR UNHURT, BUT MACHINE IS DEMOLISHED.

Foot Removed for Second From Rudder, When Bleriot Monoplane Crashes 125 Feet to Ground.

NEW YORK, Oct. 19.—The headlessness of a moment came near causing the death today of John E. Moissant, the American aviator, while he was trying out his new Bleriot monoplane at Belmont Park.

He fell 125 feet and wrecked his machine beyond repair, but picked himself out of the dust unharmed and hurried to his anxious wife when she rushed to the field in an automobile.

"Why, no; nobody ever gets hurt flying," answered Moissant. "The accident was my fault for removing my feet from the rudder to regulate the oil feed."

The monoplane had swooped sideways like a shot bird, dived 125 feet to the ground, struck on its right wing and turned completely over. Nobody thought Moissant would be taken out of the wreck alive, but the uninjured left wing broke his fall and he slid easily from his seat to the ground.

Charles K. Hamilton's freak 110-horse-power biplane, which was on the ground in readiness for a flight, was partly wrecked in a crash with Dr. H. W. Waldron's monoplane. G. M. Dyott, Waldron's partner, who was driving the monoplane, lost control of his craft and crashed into the stationary biplane, which was surrounded by a crowd of spectators. No

of the Curtiss biplane. It has a surface of only about 150 square feet, but it carries a motor of 20-horse-power and is expected to develop a speed of more than 80 miles an hour.

The Curtiss biplanes have about 400 feet area of lifting surface, while the Wright and Farman biplanes have about 520 feet. The new machines are to be operated at Belmont Park by J. A. P. McCurdy and Eugene Gily.

FRUIT AMAZES TOURISTS

Huge Crop of Apples and Pears Taken From Single Trees.

GRANTS PASS, Or., Oct. 19.—(Special.)—Hundreds of tourists passing through this city on the overland day trains are viewing with astonishment the finest individual exhibit of fruit which has ever been on display in Southern Oregon. The old passenger station has been fitted up as an exhibit building and elaborately decorated and lighted for the display of Josephine County fruits.

Within the building are to be seen 22 boxes of Spitzenberg apples, all of marketable size and magnificent coloring, grown from one 15-year-old tree in the Rogue River Valley, seven miles from Grants Pass at the "Lakeside" orchard. There is also an exhibit of 44 boxes of Winter Nellis pears, which were grown from one tree in an orchard near Grants Pass, all are of shipping quality and approved by the Rogue River Fruit and Produce Association, at Grants Pass. Twenty-one hundred pounds of Pound pears, grown from one tree at the Pierce place on Rogue River near Savage Rapids, seven miles from this city, form a third exhibit. The exhibit is made by W. B. Sherman.

INFANT BY DEAD MOTHER

Albany Woman Stricken Suddenly, Husband Finds Body.

ALBANY, Or., Oct. 19.—(Special.)—Mrs. Victor A. Edholm died suddenly at her home southwest of Albany last evening. She was attacked with heart failure some time late in the afternoon while her husband was away from home and fell dead on the floor. Her 28-months-old baby was lying against the lifeless body of its mother crying when Mr. Edholm returned home in the evening and found his wife dead.

Mrs. Edholm was a Portland girl, her maiden name being Mamie Clara Lusch. She was born in Portland 21 years ago and lived there until about one year ago when she moved with her husband to a farm near Albany. She was the daughter of Jerry Lusch, now deceased, who resided for many years in Brooklyn, Portland. She was married to Victor Edholm about three years ago.

Mrs. Edholm leaves her husband and one child. She is also survived by her mother and a half-sister, residing in Portland, and a brother, who lives at Staten Island, N. Y.

BOURBONS' LONG ROW OVER

Foss, Massachusetts' Gubernatorial Candidate, Mansfield Out.

BOSTON, Oct. 19.—Harmony was restored in the Democratic ranks today after 13 days of dissension. Eugene N. Foss, member of Congress from the Fourteenth District, became the candidate for Governor today by the withdrawal of Frederick W. Mansfield, who was named by the convention under the agreement that he would withdraw.

The Democratic state ticket is now completed, but owing to a technicality Mr. Cassidy, the candidate for Lieutenant-Governor, will have to run on non-partisan papers as a Democratic-Independent candidate.

VANCOUVER THEATER SOLD

Portland Firm Disposes of Lease to Northwestern Association.

VANCOUVER, Wash., Oct. 19.—(Special.)—The lease on the Grand Theater, held by Metzger & Read, of Portland, today was sold to the Northwestern Theatrical Booking Association, of Portland, and that firm will take possession tomorrow.

For the first three days of the week vaudeville acts, the same as given at the Grand, in Portland, will be on the boards, while the last of the week will be given over to a stock company, controlled by the association.

Sawmill Workman Killed. LAKEVIEW, Or., Oct. 19.—(Special.)—Frank Myers, a sawmill employe, was killed this morning at the Woods sawmill, 18 miles west of Lakeview. He was caught in the belt and was killed instantly. Myers was unmarried. The funeral will be held tomorrow.

Lipman-Wolfe & Co

95c

Lipman-Wolfe & Co

95c

95c

For \$4.00 Untrimmed Hats

—We announce an extraordinary sale of over 1000 untrim'd hats, the production of an exclusive wholesale hat manufacturer. We reproduce exactly the different shapes which show character, originality and individuality. These untrimmed hats are made of the best quality duchess satin with silk velvet binding. Every shape shown in this enormous collection is practical and becoming. It's the most most wonderful sale from a standpoint of price and quality ever offered the women of Portland. In black only.

—These untrimmed hats are so beautifully made and so perfectly finished that a quill, a knot of velvet, a cluster bow of ribbon or a simple drape is sufficient to convert them into trimmed hats. Another forceful example of the Lipman, Wolfe & Co.'s sale.

Lipman-Wolfe & Co

95c

Lipman-Wolfe & Co

95c

SCAR POTENT POINT

Crippen Trial Grows Interesting in Evidence.

JUROR FAINTS; CASE HALTS

Pathologist, Who Examined Dis-membered Parts of Body When Found, Unable to Determine Sex—Clever Surgery Seen.

INFANT BY DEAD MOTHER

Albany Woman Stricken Suddenly, Husband Finds Body.

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LAVA FLOODS SAMOAN ISLE

Volcanic Eruption of Mount Savali Continues Unabated

CREDIT MEN MAKE PLANS

Lax Systems of Bookkeeping Discussed by Speaker.

WRECK RESCUE DUE TO WIRELESS

Wellman Party Safe in New York; Equilibrator Cause of Wreck.

UPTOWN LAND HIGH-PRICED

Washington-Street Lot Between 11th and 12th Goes at \$50,000.

GUANOBOAT OFF FOR KEY WEST

WASHINGTON, Oct. 19.—The gunboat Dolphin left the Washington Navy Yard this morning for Key West. She will then go to New Orleans. Secretary Meyer will go on a trip of inspection to the Guantanamo naval station.

SECRETARY LANSDON'S QUARREL NOW PERSONAL.

Emphatic Denial Made to Idaho Governor's Charges of Crooked Work and Irregularities.

TOUR OF MR. FREDERICK WARDE

Presenting Shakespeare's TIMON OF ATHENS

TRAVELER KEPT, CANDIDATES OUT.

PITTSBURGH, Oct. 19.—The State Supreme Court decided today that State Treasurer Charles Frederick Wright will hold his position for a full term which expires in 1912. An election for a successor will take place in 1912.

ARMY ENGINEERS COMPLETE TOUR.

OREGONIAN NEWS BUREAU, Wash.

SEASON 1910-1911

VINCENNES, Ind., Oct. 14, 1910.

R. A. THOMPSON, Eyesight Specialist,

209 Corbett Building, Portland, Or.

My dear Mr. Thompson:

I cannot adequately express my appreciation of the comfort I enjoyed from the glasses you fitted to my eyes.

The strong artificial light I have to face behind the footlights is most trying.

I have consulted numerous oculists, both in this country and Europe, but never with such successful results as you have given me.

Your skill and method is far in advance of any that I have met elsewhere and again I thank you.

Sincerely yours,

W. G. SMITH & CO.

W. G. SMITH & CO.

AND CALLING CARDS

WASHINGTON BLDG 4TH & WASHINGTON