

AMERICA CREW ARE PICKED UP

Rescued by Royal Mail Steamer Trent, at 5 O'clock This Morning, About 150 Miles East of Cape Hatteras, Wireless Message Says.

NEW YORK, Oct. 18.—A message from Captain Dowd, of the Royal mail steamer Trent says Walter Wellman and crew were picked up at 5 o'clock this morning. The airship was abandoned. The rescue was effected at a point about 150 miles east of Cape Hatteras.

Atlantic City, Oct. 18.—No tidings of the whereabouts of the airship America was received up to this morning. Mrs. Wellman said she had heard nothing, but had not expected news during the night. She believed the airship was out of the track of steamers. She did not expect to hear from her husband for a day or two.

Did Not See Them on the Road. New York, Oct. 18.—The Kronprinz Wilhelm came in this morning with the report that she had seen or heard nothing of Wellman's balloon along the trans-Atlantic steamer line.

Sable Island, off Nova Scotia, Oct. 18.—The wireless here this morning was in communication with the steamer Ivernia, bound for Boston, about 50 miles east of here. She had no information from Wellman. It was clear weather with a northwest gale. An hour later the President Grant from Hamburg, 60 miles east of here, reported no Wellman information. The airship is supposed today to be in the locality whence these reports come.

Army Officers' Views. Washington, Oct. 18.—Army officials are hopeful over the outcome of the efforts Wellman is exerting with his dirigible to cross the Atlantic. Maj. Gen. Leonard Wood, chief of staff, and Brig. Gen. Allen, chief signal officer of the army, regard the attempt in an optimistic way.

Gen. Wood said: "The attempt shows a great deal of daring and enterprise and all of us can only hope that it will meet with success." "You must bear in mind," said Gen. Allen, "that Wellman's airship might be termed a freighter. She is not fast. Her equipment also is not that of a dirigible representing the highest type of present day development. Wellman has worked long and earnestly, and his engineer, Yanman, is a first-class mechanic. I wish both of them success. What they will do is a matter of conjecture. If they should fall, my ideas of the value of the dirigible would remain unaltered. The dirigible, however, has been put in the shade somewhat because of the tremendous improvements made in aeroplane flying. One obstacle is that it costs a great deal of money to experiment with a dirigible, while a person with little means can buy or construct an aeroplane and learn to fly. The dirigible airship's full possibilities are as yet unknown."

Distance Records of Dirigible Balloons

Henri Giffard, of Paris, France, built first dirigible balloon in 1853. Unable to travel more than 200 feet, owing to faulty construction. M. Tisandier, 1854, built a dirigible, in which he undertook to bring relief to Paris during siege by German army. Failed. Balloon covered distance of one-half mile. M. Renaud built for the Lebaduy firm the large dirigible La France, afterward sold to the French government. In 1885 Renaud made successful ascension, but a "figure 8," to the vast establishment of all Paris, and then sailed from Chalais to Muedon suburb, a distance of 5 miles. Early in 1900 Count Zeppelin, in what was then the largest dirigible ever built, crossed Lake Constance and back, a distance of 13 miles. M. Santos-Dumont, July 12, 1901, in a dirigible, crossed the city of Paris, circled the Eiffel tower, and sailed ten times around the Long-champs race track. Distance, 22 miles, in 1 hour and 6 minutes. M. Julliot, in the French government dirigible Ville de Paris, traveled on July 3, 1901, from Moisson to Meaux, a distance of 56 miles, in 2 hours and 35 minutes. Roy Knabenshue, after a spectacular flight around the race track of the St. Louis fair grounds, goes to New York, and early in 1902 made several flights over the city and Brooklyn. French government dirigible La Patrie, in charge of three officers, makes voyage of 80 miles in 1904 around environs of Paris. Lincoln Beshey, June 25, 1907, sails in his dirigible from Fort Wadsworth, Staten Island, over Governor's Island and New York city, to the Bronx. On July 1, 1907, he sailed from Luna park, near Alexander's, Va., to the White House and back. Premier Clemenceau and War Minister Picquart, on July 22, 1907, sail in the La Patrie from Bay to Muedon and return; distance, more than 100 miles. Leo Stevens and party of six friends sail in his dirigible All America from Pittsburgh, Mass., to Canterbury, N. H., on November 25, 1907. Distance, 125 miles. French dirigible La Patrie breaks its moorings at Muedon during a windstorm, and crossing northern France, the English Channel, England, Wales, the Isle of Man, and the Irish sea, drops to earth and is wrecked in northern Ireland. The airship escaped December 1, 1907; wreck found in Ireland four days later. July 1, 1908, Count von Zeppelin, in his dirigible, crosses northern Switzerland and part of southern Germany. Total distance covered, 480 miles, in air over 11 hours.

CRIPPEN ON TRIAL; JURY IS SECURED

The Jury is a Typical Body of British Middle Class Tradesmen and Clerks.

London, Oct. 18.—Dr. Hawley Harvey Crippen was today put on trial for his life, charged with the deliberate murder of Cora Belle Crippen, the actress, known on the stage as Belle Elmore. The jury selected is a typical body of middle class tradesmen and clerks and was secured with little trouble, there being objection in but three instances. Dr. Crippen pleaded not guilty. Richard D. Muir made the opening statement for the prosecution. The trial is being held in the New Bailey. Lord Chief Justice Alverstone is presiding. He was accompanied into court by Sir John Knill, lord mayor of London; Sir Thomas Vesey Strong, lord mayor elect, and the sheriffs in their robes of office.

EXCELLENT WHEAT YIELD IS PROSPECT IN EUROPE

Although It Will Be About 95,000,000 Bushels Below the Highest Record.

Washington, Oct. 18.—Reviewing the condition of the foreign wheat crops, the United States department of agriculture in its monthly crop reports announces the promise of good yields in the southern hemisphere. Although a deficiency of about 95,000,000 bushels is reported for Europe, in comparison with the highest record, still the crop promises to be the second largest the continent has produced. The report of the agricultural expert says: "Australian wheat is growing on a probably increased area, and the present outlook is for a full yield. In Argentina prolonged drought in the northern part of the grain belt has done an as yet undeterminable amount of damage, but throughout the central and southern parts of the country vegetation is reported flourishing. In British India seeding is being affected under assuring conditions. Excepting possibly Argentina, present appearances in the principal producing countries of the southern hemisphere inspire hope for a repetition of the excellent results of last season. "The just completed European wheat harvest has given smaller quantitative results than last year, and, owing to exceptionally wet harvest weather in many of the states, an unusual proportion of the grain is of inferior quality. Last year the total yield of Europe, according to the best available estimates, was 1,370,000,000 bushels, and constituted a record, exceeding the highest previous yield (1905) by 160,000,000 bushels. This season, notwithstanding bounteous harvests in the Danubian and Balkan states, the total European output, principally because of disastrous results in France and decreased production in Russia, has fallen 80,000,000 to 1,000,000,000 bushels short of last year. "Official returns are in from seven states, which in 1909 produced 31 per cent. of the wheat crop of Europe; yields in bushels in these states, compared with 1909, follow: Country. 1910. 1909. Russia . . . 600,000,000 711,000,000 France . . . 268,000,000 354,000,000 Hungary . . . 185,000,000 112,000,000 Italy . . . 153,000,000 182,000,000 Spain . . . 137,000,000 144,000,000 Roumania . . . 105,000,000 15,000,000 Bulgaria . . . 57,000,000 27,000,000 Total . . . 1,508,000,000 1,601,000,000 "The countries of Europe not enumerated in the above statement comprise the United Kingdom, Belgium, Holland, the Scandinavian states, Germany, Austria, and the smaller countries; their aggregate wheat production in 1909 was 269,000,000 bushels. Conditions in the present season are sufficiently well known to warrant an assertion that the aggregate output of these countries will not differ more than a few million bushels either way from that of last year. At a meeting of the creditors of C. N. Justice, bankrupt, A. B. Freeman was yesterday appointed trustee in bankruptcy. Mr. Freeman will file his bond within a few days.

Nearly 30,000 Persons Saw Athletics Defeat Cubs In Clean and Sharply Played Game at Philadelphia

The Attendance Today as Large or Larger—Chance Gives Bender All Credit for the Victory.

BLEACHER CROWD'S ASSEMBLY BEGAN AT 5 THIS MORNING

National League Champions Were not Cast Down by Initial Defeat by Athletics.

Philadelphia, Oct. 18.—Today's batting order is as follows: Philadelphia: Chicago: Philadelphia: Sheppard, I. F. Sirum, C. F. Schulte, R. F. Lord, I. F. Hofman, C. F. Collins, 2b. Chance, 1b. Baker, 3b. Zimmerman, 2b. Davis, 1b. Steinfield, 2b. Murphy, R. F. Tinker, ss. Barry, ss. Kling, c. Thomas, c. Brown, p. Coombs, p. Umpires: O'Day and Bigler, National League; Sheridan and Connelly, American League. The automobile was presented to Cobb at the home plate just before the game. He drove around the field and was given a rousing reception. Lajoie's was accepted for him by a friend.

THE GAME BY INNINGS—FIRST. Sheppard, first up, was given base on balls and forced at second on Schulte's grounder. Hofman was sent to first on balls. Both Schulte and Hofman advanced a base on Chance's grounder. With bases full Zimmerman came up. The latter sacrificed and Schulte scored. Steinfield struck out, ending the inning. On runs, Strunk led off Athletics' batting list, struck out. Lord tossed out. Collins singled to right center and Baker, who did such good hitting yesterday, came up. Collins stole second. Baker was thrown out. No runs.

SECOND INNING. Tinker was safe at first on Davis's error, Baker making a perfect throw. Tinker doubled up with Kling on the latter's line drive to Collins. Brown tossed out. No runs. Capt. Davis lifted a long fly to Hofman. Murphy took the first on four pitched balls. Barry forced Murphy at second. Tinker and Chance completing a double play. No runs.

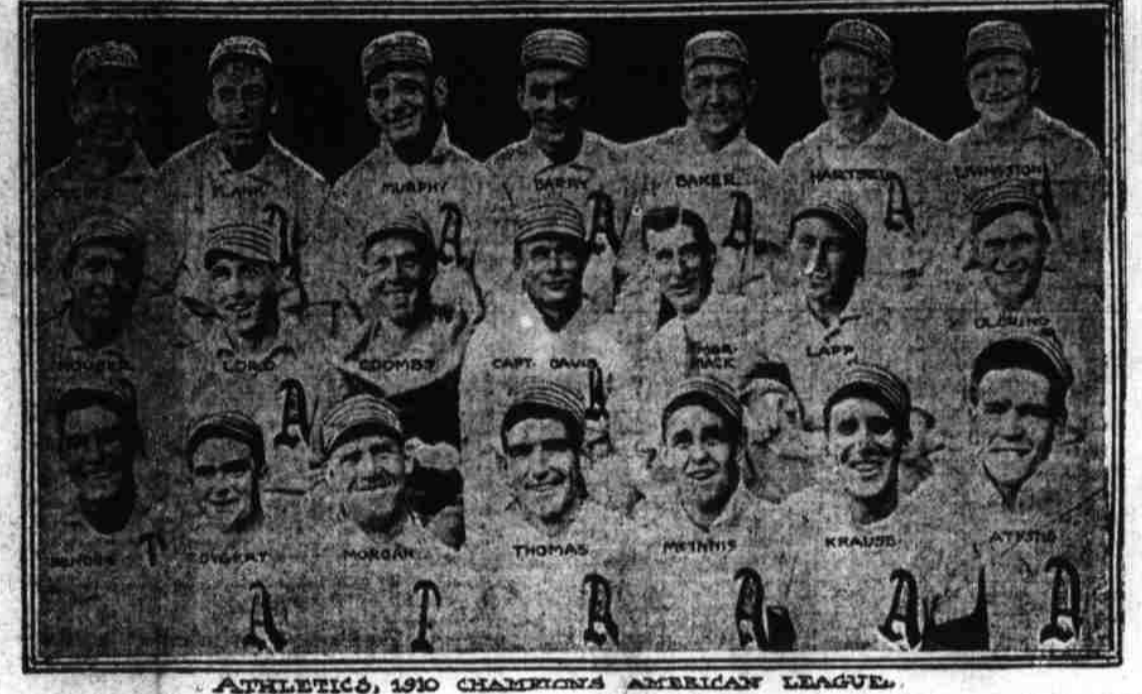
THIRD INNING. Sheppard was given his base on balls a second time. Schulte was safe at first on Davis's beautiful pretty throw. Hofman went out on an attempted sacrifice. Schulte was given a sacrifice hit on Davis's error. Thomas reached first on Steinfield's error. Coombs struck out. Strunk made an infield hit and was safe on Lord's hit to Zimmerman. Strunk was forced at second. Thomas and Lord scored on Collins' beautiful double to left. Baker went out at first on Zimmerman's assist. Lord, who was on first, went home, as Steinfield fumbled Sheppard's throw to third. Two runs.

FOURTH INNING. Steinfield lifted a fly to Strunk. Tinker singled to center. Tinker was an easy out on an attempted steal. Kling struck out. No runs. Davis was thrown out at first by Tinker. Murphy lifted a high foul to Chance. Barry singled over second. Thomas singled to right, and Barry took third. Coombs struck out the second time. No runs.

FIFTH INNING. Brown rushed to first, Coombs fumbled, Coombs again fumbled and Sheppard was safe at first. Both runners advanced a base on Schulte's sacrifice to Davis, unassisted. Hofman came up with bases filled; Chance flew out to Murphy and a beautiful throw to home plate Brown was doubled up. No runs. Strunk struck out. Lord singled to right and Collins came up. Lord was forced at second on Collins' grounder. Collins stole second, his second time this game. Baker walked. Collins scored on Davis' single to left, the latter going to second. Murphy was thrown out at first. One run.

SIXTH INNING. Zimmerman was given 1 1/2 base on balls; on Steinfield's fly to Collins, Zimmerman was doubled up at first. Tinker hit into the left field crowd for two bases, and Kling flew out to Strunk. No runs. Barry fanned. Thomas went to first on four balls and to third on Coombs' single to center. Strunk struck out, the third time. Lord's high foul was taken by Chance. No runs.

PHILADELPHIA, Oct. 18.—The Chicago Cubs and the Philadelphia Athletics were ready this morning for the second struggle of the series for the world championship. The National League champions were not cast down by yesterday's severe defeat. Captain Chance gives Bender all the credit due for his masterful pitching and praises the playing ability of the local team. Having won the first game, the "white elephants" believed baseball history will repeat itself and give them the series. Mack's men think the two pitchers sent in yesterday are the best Chance has to offer. It was expected the battles today would be Mordecai Brown and Kling, Chicago; Coombs and Thomas, Philadelphia, although Mack at the last minute, it was said, might have substituted.



FURY OF STORM CONTINUES; GREAT DAMAGE IN FLORIDA

Loss of Life Feared—Key West Cut Off—Tampa also Isolated—Tides on Florida East Coast Highest in Years—Damage to Fruit Trees Conservatively Estimated at Over \$100,000,000—Glass Steadily Falling at Savannah—Seas Running Very High.

JACKSONVILLE, Oct. 18.—Early this morning the Associated Press wire from Jacksonville to Tampa, the last thread of communication in the storm-swept territory south of here, was severed. Local officials of the Western Union Telegraph company reported prospects of re-establishing communication this morning slight. No loss of life is reported. The tides on the east coast were higher than for years. At St. Augustine the sea is making a clean sweep of the beach, with houses near the water in danger. A conservative estimate places the damage to fruit trees of the east and west coast at over one million dollars. It is feared there has been loss of life. The last message from Key West reported a wind velocity of 90 miles an hour, and high seas. Shortly after that message the wireless failed. Many miles of the Florida East Coast railroad were under water last night, and traffic over most of the line was suspended. All wires south of here are down. It may be several days before communication is re-established.

Increasing at Savannah. Savannah, Oct. 18.—The wind at 7 o'clock this morning was 23 miles an hour and apparently increasing. The barometer has steadily declined since yesterday. Shipping in the harbor is preparing for the expected blow; the local wireless station is trying to warn vessels at sea. The wind increased to 36 miles an hour at 10 o'clock. The storm was centered apparently near Tampa, its course apparently north, with slight inclination. It is believed this city will receive the full force of the storm.

Growing Worse at St. Augustine. St. Augustine, Oct. 18.—The entire business section of St. Augustine is flooded by the rushing sea water. The wind and waves are still rising. There is no indication as to when the limit will be reached. This is the highest storm tide in 16 years. So far there has been no loss of life. A few houses have been unroofed and trees uprooted.

OFFICER IS SHOT DOWN IN DISCHARGE OF DUTY

J. D. Leach Probably Fatally Wounded, Near Hendersonville, Last Sunday Evening. News has been received of the probably fatal wounding of a religious service near the Green River Manufacturing company's factory, in the Hendersonville vicinity Sunday night, of Officer J. D. Leach, by Charles Morgan. It is said, escaped. It seems that Morgan and a man named Ward went to a religious service and became unruly and a row ensued. Officers were sent for and Mr. Leach responded. When the officer approached the crowd dispersed. Later the row was resumed and the men were ejected from the building. Officer Leach attempted to arrest Morgan and Ward. Both men drew their guns. Morgan fired and the bullet entered Leach's abdomen. Ward also snatched his pistol at the prostrate man but the weapon failed to fire. Both men escaped but Ward was later captured.

ARE TRYING TO FILL PLACE ON THE TICKET

The Buncombe county republican executive committee has been in session today discussing matters of interest to the campaign and trying to agree upon a candidate for representative to succeed C. C. Boone of Black Mountain, the railway mail clerk who had to resign since acceptance of the nomination would mean under civil service rules that he would have to give up his clerkship position. The committee met at noon today and adjourned at 2 o'clock without reaching a decision. The committee reassembled at 4 o'clock this afternoon for further consideration. Those who were in the meeting would not give out the names of the candidates. They stated that they had several good men under consideration and would make a satisfactory selection. It was known today that several men in the city had been approached as possible candidates. Funeral of Mrs. Julia Ward Howe Thursday. Middletown, R. I., Oct. 18.—The funeral of Mrs. Julia Ward Howe will be Thursday afternoon from the Church of the Disciples, Boston. The interment will be in the family plot at Mount Auburn, Cambridge. Five grandsons and three granddaughters-in-law will be pallbearers.

THE STRIKE IN PARIS HAS BEEN CALLED OFF

Premier Briand Called a Halt Where Strike Reached the Bomb-Throwing Stage. Paris, Oct. 17.—The strike committee of the railroads union at a meeting last night, formally called off the strike of the railroads, which has extended over several of the most important systems in France. Work will be resumed on all lines today. The collapse of the strike was primarily due to the stringent measures taken by Premier Briand, who called to the colors the majority of the strikers, thus compelling them to do service as reservists. The premier also placed under arrest many of the strike leaders and used the military force without restraint for protection of life and property. After having broken the back of the strike, M. Briand successfully arranged a practical settlement whereby the chief demands of the men were met. The succession of bomb outrages in connection with the railroad strike reached a climax today in an attempt to wreck a passenger at Versailles. A bomb was thrown at the entrance of the tunnel to the Chantiers station at the moment a passenger train was due from Druez. The bomb struck the limb of a tree and bounding off landed beside the tracks with a terrific explosion. It tore a great hole sending up showers of earth and fragments of the iron of which it was contained. Numbers of soldiers guarding the track nearby had a narrow escape from injury. They report having just before the explosion. Neither the tracks nor the tunnel was damaged. The train from Druez arrived a few minutes later and continued on its journey.

2500 MORE EXHIBITS THAN ANY PREVIOUS FAIR

Governor Opens Fiftieth Carolina State Fair—Large Crowds and Ideal Weather Conditions. Fair Grounds, Raleigh, Oct. 18.—With ideal weather conditions the exhibits and entries surpassing by thousands any previous record, and crowds surpassing the usual Wednesday's records, the fiftieth North Carolina state fair was declared open today by Gov. W. W. Kitchin, in a speech extolling North Carolina people and North Carolina industries. The fair management reports at least 2500 more exhibits than at any previous fair.

FREIGHT IS DERAILED ON THE MURPHY LINE

Two or Three Cars Turned Over—No One Injured—Passenger Train Delayed for Several Hours. Special to The Gazette-News. Waynesville, Oct. 18.—A freight train was derailed this morning at the 26th milepost, two miles east of Waynesville, two or three cars being overturned. No one was injured. The accident caused No. 17, the west-bound passenger train, to be delayed several hours. Passengers were transferred at the scene of the derailment. N. B. Moore, editor of the Jackson County Journal of Sylva, died yesterday of heart failure. The funeral arrangements have not been completed, but Mr. Moore will be buried here tomorrow or the next day. Mr. Moore had been feeling unwell for several days but his illness was not regarded as serious, and the news of his death will come as a shock to friends and acquaintances. Mr. Moore had been in charge of the Jackson County Journal for only a few weeks, going to Sylva from Waynesville. He had made a good start and his untimely death is a severe blow to journalism in Jackson county. THE WEATHER. For Asheville and vicinity: Fair tonight and Wednesday. For North Carolina: Fair in west, increasing cloudiness with probably rain in east portion tonight or Wednesday.

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SEVEN BALLOONS ARE HEARD FROM

Some of the Crews in International Race Believed to Be Over Lake Michigan, Michigan. ALL ARE AMPLY PROVISIONED FOR FIFTY HOURS IN THE AIR. One, the "Million Population" sighted at an Early Hour This Morning, Had Covered 355 Miles.

St. Louis, Oct. 18.—Reports from seven of the ten balloons which left here yesterday in the international race for the James Gordon Bennett cup show that they passed over northern Illinois and southeastern Wisconsin early this morning. Some are believed to be over Lake Michigan. First word was from the Germania passing over Milwaukee, about an hour later the Dusseldorf II, also passed over Milwaukee sailing northeast. The "Million Population" landed near Racine, Wis., this morning, having covered 355 miles.

The fifth international balloon race for the James Gordon Bennett cup and \$4750 in three prizes was started late yesterday when ten large balloons, representing four countries of Europe and America, ascended amid the plaudits of thousands of spectators. The balloons sailed toward the north and northwest and were out of sight within a few minutes after the words "let go" were given by the pilots. Under ideal atmospheric conditions, amply provisioned for 50 hours or more in the air, and ballasted with the utmost care, the balloons rose gracefully and sped away. There was not a hitch in the arrangements, though the Harburg III, of Germany, Lieut. Vogt pilot, got a false start, and the Million Population club of St. Louis, Louis von Phul, pilot, narrowly missed colliding with a grand stand.

The balloons were released at intervals varying from one minute to 30 minutes. The first to start was the Condor and the last was the Germania. The starters and time they ascended follows: Condor (France), Jacques Faure, pilot; Ernest G. Schmolck, aid; 4:40-25. Million Club (United States), Louis von Phul of St. Louis, pilot; Joseph O'Reilly of St. Louis, aid; 4:52. Agura (Switzerland), Captain Emil Mosemer, pilot; Leon Vraudah, aid; 5:07. Harburg III (Germany), Lieut. Leopold Vogt, pilot; William F. Assman of St. Louis, aid; 5:14. Isle de France (France), Alfred Leblanc, pilot; Walther de Mumme, aid; 5:24. St. Louis No. 4 (United States), H. E. Honeywell, of St. Louis, pilot; J. W. Tolland, of St. Louis, aid; 5:26. Helvetia (Switzerland), Col. Theodor Schick, pilot; Paul Armbruster, aid; 5:27:30. Dusseldorf II (Germany), Lieut. Hans-Griecke, pilot; Samuel F. Perkins of New York, aid; 5:30. America II (United States), Allan R. Rawley, pilot; Augustus Post, aid; 5:47. Germania (Germany), Capt. Hugo von Abercorn, pilot; August Blanckert, aid; 5:54. President Cortlandt, field bishop of the Aero Club of America, was in direct charge of the contest. The race is for distance, which is to be airline measurement from St. Louis, the winner will receive the James Bennett cup and \$2000. The second and third prizes are \$1500 and \$1250.

AFTER 222ND BALLOT CONVENTION RECESSES

Will Endeavor to Suspend Rule Which Prevents the Entry of a Dark Horse Candidate. Suffolk, Va., Oct. 18.—At the conclusion of the 222nd ballot in the second district democratic congressional convention today without result, a recess was ordered for a conference looking to the suspension of the rule which has prevented the bringing in of the name of a dark horse candidate. Under the rule adopted the name of no candidate could be presented without his consent. In order to get upon the official ballot the name of the candidate must be presented to the secretary of state by tomorrow.

EXTENSION OF TIME FOR COTTON BILL OF LADING

Extension Covers Period from October 31 to December 31—Other Conferences May Be Held. New York, Oct. 18.—An extension of the period during which American cotton bills of lading will be accepted in current terms by foreign banks was announced today by the United States Department of Commerce. The extension covers the period from October 31 to December 31. Other conferences may be held. For Asheville and vicinity: Fair tonight and Wednesday. For North Carolina: Fair in west, increasing cloudiness with probably rain in east portion tonight or Wednesday.