

THEIR JOURNEY IN WILDERNESS

Hawley and Post Reach Quebec,
and Give Further Account of
Their Record-Breaking
Balloon Trip.

EXPERIENCE MORE TRYING
THAT AT FIRST INDICATED

They Never Considered Their Lives in
Actual Danger, but the Food Sup-
ply Ran Short Before They
Found Their Way Out.

QUEBEC, Oct. 28.—Alan R. Hawley and Augustus Post, the heroes of the greatest balloon flight on record, arrived here last night after an experience that was more trying than earlier reports indicate but mightily pleased because the cup for which they entered remained in America. The first day after leaving the American II at the end of their journey on the banks of the Peribonka river, Mr. Hawley's leg was injured so badly that he was laid up for several hours and he has not yet entirely recovered from the effects of the hurt. The arrival of the aeronauts here was made the occasion of the first formal welcome back to civilization of the men who for several days were thought to be lost in the dense forests of northern Canada. Gebhardt Emrich, the American consul and several prominent men of the city met them upon the arrival of their train last evening and escorted them to the hotel Frontenac where an informal dinner was given in their honor. Messrs. Hawley and Post resumed the journey to New York.

"There never was a time," said Mr. Hawley, "when I considered that our lives were actually in danger but our supply of food was very short and I consider that we were very fortunate in reaching Jacques Malais in the cabin in the woods when we did. Taken together it was not a disagreeable experience by any means, and best of all the cup for which we made the flight remains at home."

From the plate handed to Lewis Spindler as a representative of the Aero club of St. Louis and the accounts of the journey given by Messrs. Hawley and Post it is plainly indicated that the America II, after crossing the lake immediately after leaving the chain of great lakes and entirely escaped the center of the still air which became several of the contestants. In describing the earlier part of the journey up to the time they were lost sight of over the state of Michigan Mr. Post said:

Passage of the Lake.

"We followed a northerly course across the Mississippi and Missouri rivers and thence along the Illinois river into the state of Wisconsin. In the morning we were in a position just north of the city of Milwaukee but over the lake. We descended so that our rope trailed in the water but the air was light and we again rose higher to get the eastern drift. That carried us up over the lake point Au St. Claire near Ludington. At that point the wind veered slightly to the north and we passed over Traverse city. From there we rose high again and again got the easterly drift. We crossed Lake Huron during the night and were high over Georgian Bay and the country immediately north of it. We made our highest altitudes at this stage of the journey. The wind had a strong drift to the north and we dropped a little. The wind was whipping us along at a tremendous speed.

"We could see from the character of the country below us that it would be impossible to move a foot so we decided to go on and our barograph registered 5000 meters which is the limit. We then saw in the distance what we supposed was the town of Norman Lake, St. John. This was at about 3:01 p. m. on Wednesday. The country looked favorable for a landing and we decided to come down. The speed at which we were going, however, carried us beyond the place we had picked out. We were carried over a small hill. Considering the circumstances we made a very good landing on what we later learned was to the east of the Peribonka river and near a chain of small lakes.

"A very heavy thunder storm came up and we slept in the basket that night. The next morning we saw that it was impossible to move the balloon and we packed up for the journey on foot. We slept in the woods Thursday night.

"Hawley injured his leg in the afternoon.

"After we had covered about seven miles we found our way out."

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Freshman Captain Dies of Injuries.

In Game.

Ithaca, Oct. 28.—One of the remaining Cornell football games will be cancelled because of the death last night of Captain Paine of the Duluth freshman team, from injuries sustained in a recent practice game that with Williams.

Aged Man Buried to Death in His Bed.

Oswego, N. Y., Oct. 28.—Capt. Henry Daggett, former assemblyman, aged 89, a retired vessel owner, was buried to death early today in a fire which destroyed his home, where he lived alone.

TODAY'S PRIZE \$10,000 CHECK

Ryan Special Award for Flight
from Belmont Park Aviation
Field to Statue of Lib-
erty and Return.

THE TEAMS ARE SELECTED
FOR THE GREAT CUP RACE

America Will Be Represented by Brook-
ins, Drexel and Hamilton
in Event of Tomor-
row.

BELOMONT PARK, Oct. 28.—Good flights in the international aviation meet were expected today because of the cessation of the wind which yesterday carried Johnstone and Hoxey, the Wright aviators, far into the interior of Long Island during altitude flights, the former 55 miles, the latter 25 miles away.

Many were on the grounds early, watching expectantly for the return of Hoxey and Johnstone. This is the seventh day of the meet. There was a slight wind from the southwest.

The American team to contest in the race tomorrow for the Gordon Bennett cup, the big international trophy, was selected last night by the Aero club of America and is composed of Walter R. Brookins, J. Armstrong Drexel and Charles K. Hamilton with John B. Moisant, Arch Hoxey and "Bud" Mars as substitutes. Brookins will use the new Wright racer; Drexel a Bleriot monoplane, and Hamilton his new 110-horse power "Hamiltonian."

The English contestants are Claude Grahame-White and James Radley, French, Alfred LeMay, Hubert Latham and Count de Lesseps. The course is about 62 miles. Curtiss last year at Rheims, France, brought the international trophy to this country.

The contest today was for a special prize of \$10,000 offered by Thomas F. Ryan for a 25 miles flight from the field to the statue of Liberty, New York harbor, and return, open to any aviator.

Such are the caprices of October weather that Ralph Johnstone and Arch Hoxey of the Wright team of aviators went up for altitude at Belmont park yesterday afternoon and brought down the record of the day for distance.

The fifth day of the international aviation meet opened full of promise and closed in a howling wester that filled the air with swirling autumn leaves, slammed down benches in the grand stand, ripped out the canvases screens that bar the view of those who have not paid but hope to gaze; and sent such a skiffish line of dust devils dancing around the track that the flare lamps had to be lighted outside the hangars for the mechanics to find their way about. It was a furious end to a day of postponements, disappointments and scattered feasts of the most daring airships that have been shown to and American crowd. Official flights for the Gordon Bennett elimination trials to pick an American team which shall defend the international trophy won at Rheims last year by Glenn H. Curtiss opened at 9 o'clock but nobody cared to come out for them in the wind that was blowing. At 10 o'clock one of the special prizes of \$10,000 offered by Thomas F. Ryan for a flight from the field to the statue of liberty and return was open to any aviator but none of them dared to try. They chose to take advantage, instead of the largesse allowed them by the committee—permission to compete between 1:30 and 2:45 o'clock any afternoon during the meet, provided the wind was blowing.

That narrow event for distance and altitude, Latham, in an Antoinette monoplane, for distance and his rivals Hoxey and Johnstone, of the Wright team for altitude, were the only ones to brave a gale of from 20 to 25 miles an hour.

It was stiff going. Johnstone and Hoxey tried to imitate the gull, to set their wings and soar into the gale without effort but they showed that the "way of an eagle is in the air" is still one of the few things man does not understand. They kept their position beautifully, but although the speed of the plane they were flying is normally 25 miles an hour and their engines were running wide open, they were pushed steadily out of view and down over the edge of the horizon. The upper gale they were jamming must have been more than 40 miles an hour, but neither was willing to come down, before the other and they stuck it out until forced to land by sheer compulsion of the elements.

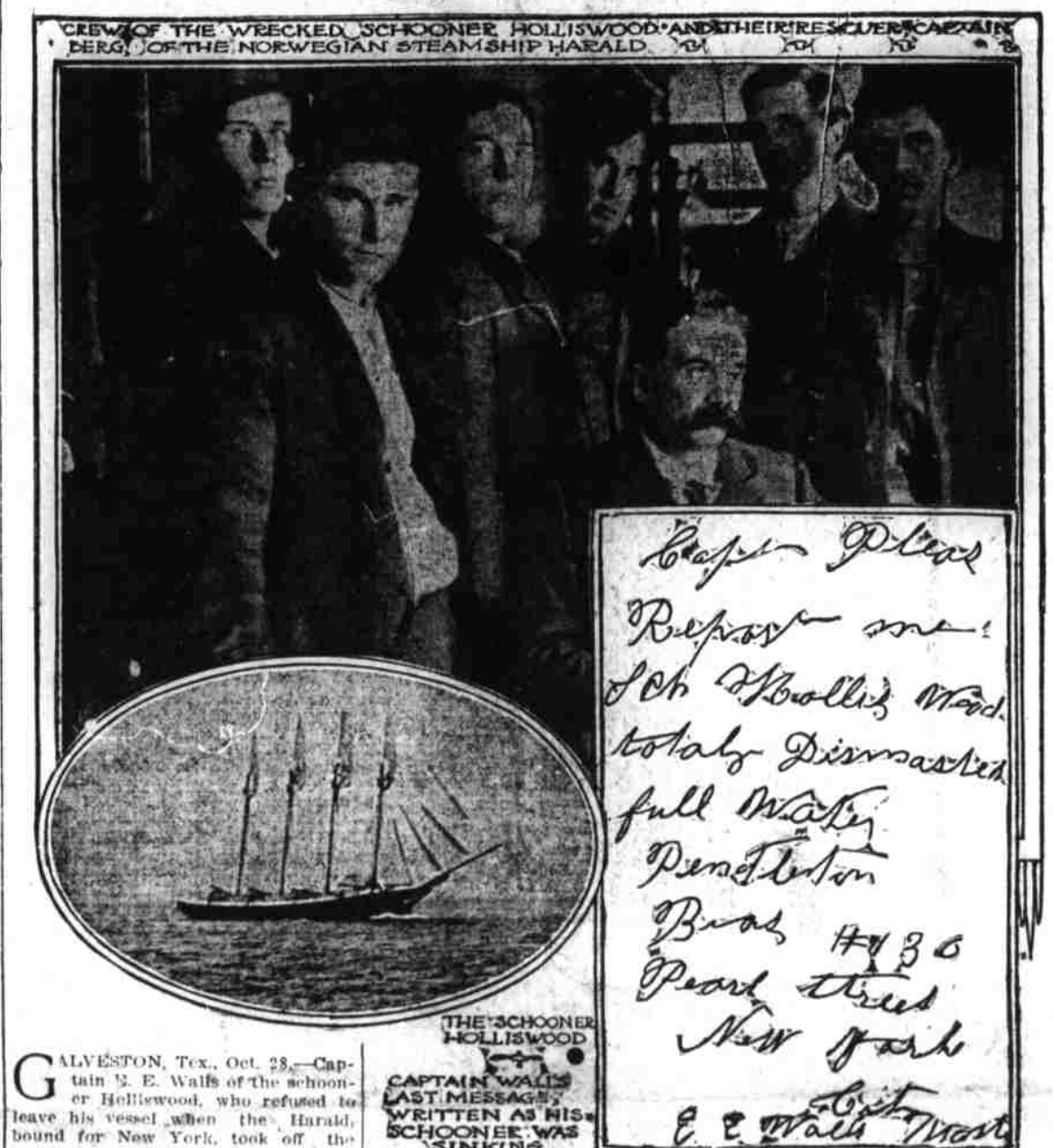
Both were driven miles off their course. Word came from Hoxey first, that he had landed safely at Brentwood, Long Island, about 25 miles distant. Johnstone, still recording, stuck it out and was carried 15 miles, to middle island village, Long Island. These were the two longest flights of the day.

For the first hourly distance event, the entrant was Latham in an Antoinette. He finished the hour with only four laps, 21.7 miles in 55 minutes 24.5 seconds and the figures show how prevalent was his battle with the gale, but they cannot but add as did the visual image itself, his beautiful maneuvering. One thousand feet above the grand stand, he floated and drifted.

(Continued on page 4.)

Captain Refused to Leave Vessel Dismantled and Sinking at Sea

Brave Old Seaman Sent off Crew and Dog, but Refused to Be Rescued Himself Unless His Schooner Was Taken in Tow—This Was Refused by Captain of the Harald, but Three Days Later the Parkwood Towed Her In.



CREW OF THE WRECKED SCHOONER HOLLISWOOD AND THE RESCUE VESSEL HARALD, OF THE NORWEGIAN STEAMSHIP HARALD. CAPTAIN WALS, LAST MESSAGE WRITTEN AS HIS SCHOONER WAS SINKING.

GALVESTON, Tex., Oct. 28.—Captain M. E. Walls of the schooner Holliswood, who refused to leave his vessel when the Harald, bound for New York, took off the crew of seven men on October 17, was brought into port aboard the steamship Parkwood, which had the schooner in tow. Captain Walls had been three days without food and with only salt water to drink, and was delirious when rescued. He refused to come off unless the Parkwood would tow the Holliswood in.

Stood by His Vessel.
New York, Oct. 28.—Fifty years at home upon the sea, Captain M. E. Walls of the Holliswood, a four masted schooner found dismantled and sinking in the Gulf of Mexico by Captain E. A. Berg, of the Harald, a Norwegian steamship, refused to desert the derelict. This report was made by Captain Berg, who rescued seven men and Tim, a shepherd dog, from the wreck. Captain Walls wrote a letter to his wife, and a brief note to the owners of the Holliswood. He declared he would go down with the helpless hulk.

"I'll stick to her boys," he yelled, "but you must save your lives. Good-by and good luck. Don't forget to mail the letter to my wife. She is waiting up in Maine, and will want to hear from me."

Standing on the deck of the water-logged and dismantled craft, Captain Walls spoke through a megaphone as the lifeboat which rescued his crew was being pulled through a heavy sea to the big Norwegian steamship at anchor a quarter of a mile away. For five days and five nights, while the schooner was tossed at the mercy of a hurricane, the men had remained loyally at their posts. The Holliswood was bound from New Orleans to New York with a cargo of lumber.

That the schooner could remain above water only a few hours after the Harald weighed anchor at 1 o'clock in the afternoon of Monday, October 17, was the opinion expressed by Captain Berg.

Captain Walls is 65 years old. He had been the master of the Holliswood for two years. His home was in Lowell, Me. A telegram was sent to his wife by Captain Berg. Margold, the mate of the schooner, mailed to Mrs. Walls the letter her husband wrote on the deck of his sinking craft. To a reporter Captain Berg said: "It was about 10 o'clock on the morning of October 17 that I sighted the wreck. We steered for it to ascertain if the crew was still aboard. When within a mile of the derelict I could see that eight men were on deck. The schooner's lifeboats had been carried away. Several planks in her side were sprung. She was full of water and sinking.

"An exceptionally high sea was running and we had considerable difficulty in getting out a boat. My second mate talked to Captain Walls and reported to me that he would not leave the schooner and had asked to be towed to port."

Captain Berg stood close to the schooner and through the megaphone told Captain Walls that it would be impossible for the Harald to try to take the Holliswood to a port while the storm raged.

Mate Walls for Letter.
Standing on the bridge of the Harald Captain Berg saw the old sea veteran bid each of his men farewell as they went over the side in the steamship's lifeboats. Margold, the mate, remained on deck until Captain Walls was towed to port.

(Continued on page four.)

KAISER'S LIFE IS THREATENED

He Visits Belgian Capital, and Letter Is Received from Militant Anarchist, Whom Police Are Unable to Catch.

PRECAUTIONS WERE TAKEN
OF EXTRAORDINARY SORT

Windows Along Route to Railway Station Closed as Emperor and Empress Passed, Leaving Brussels for Berlin.

BRUSSELS, Oct. 28.—Extraordinary precautions were taken last night to protect Emperor William and the Empress of Germany when they left here for Berlin, after a visit here. These were explained today when the police announced that a letter threatening the emperor had been received at the royal palace yesterday. The communication was signed by a militant Brussels anarchist. Efforts of the authorities to arrest the writer have been fruitless.

The windows of houses overlooking the streets through which the royal party passed on the way to the railroad station were ordered closed temporarily. The railroad station was packed with troops, and the railway line guarded for a considerable distance out of the city.

FIRST GENUINE TOUCH OF WINTER LAST NIGHT

Thermometer Went Below Freezing Point, and Snowfall Is Reported from Craggy Mountain Section.

Asheville and Buncombe county were given the first genuine touch of winter last night when the thermometer went down to a point below the freezing mark in the city, with a considerable snowfall reported from the Craggy mountain section. It was also reported here this morning that the cold was severe at the city's intake in the Black Mountain section, 20 miles from Asheville, and that icicles of some length were noticed. No snow, however, was reported from that section, although it is said that the snow in the Craggies fell to a depth of several inches.

The cold wave last night was ushered in with a drizzling rain which ceased during the night and then the thermometer continued downward. The wave came a bit unexpected since the first frost of the season was reported here only a few days ago and the first frost in Haywood county as late as last Sunday.

It is probable that the early or first frost in Buncombe and Haywood counties was at the latest date for many years although no few old-time weather observers declare that this section will witness a more severe winter this year than for many years past.

First Snow of Season.
The first snow of the season in this section fell this afternoon. It was not by any means what one calls a snow storm but the flakes came down at intervals in sufficient quantity to make one realize that winter is at hand. At one time during the early afternoon there was quite a flurry of snow flakes.

PACIFIC AND ATLANTIC STEAMER LINE PLANNED

It Would Compete With Transcontinental Railways—K. N. Baker Is the Organizer.

New Orleans, Oct. 28.—Plans for the organization of a steamship line to compete with the transcontinental railroads were presented to the New Orleans commercial bodies today by K. N. Baker, president of the National Conservation commission.

It is said the proposed company will be capitalized at \$10,000,000. It would operate 15 ten thousand ton steamers from the north Pacific coast via San Francisco and Panama and from Colon to New Orleans and New York.

Nagel Off on a Speaking Tour.

Washington, Oct. 28.—Secretary Nagel of the department of commerce and labor left for St. Louis last night to begin his campaign speaking tour in Missouri. The secretary will speak in New York state on his return, but all his duties have not been announced. He already has agreed to speak in Albany, November 4.

STRIKE FIGHT; SCORES HURT

Mob Swoops Down on Eight Wagons Leaving Wells-Fargo Express Company Stables in Jersey City.

OTHER CLASHES OCCURRED
ON BOTH SIDES OF RIVER

Adams Express Company Making no Effort to Send Out Wagons—The Striking Drivers' Number Is Swelled.

NEW YORK, Oct. 27.—The most serious clash in the express strike going on here occurred today when a mob swooped down on eight wagons leaving the Wells-Fargo stables in Jersey City. Scores of persons were injured, many being knocked unconscious before the police finally quelled the riot. Sixteen seriously injured strike breakers were placed in a wagon and ferried across the Hudson river to a hospital in Manhattan.

There were other lesser clashes throughout the morning on both sides of the river. New Jersey state troops are ready to march into Jersey City if called. The Adams Express company made no effort today to send out any wagons. The ranks of the strikers have increased several hundred.

PRELIMINARY HEARING ON CHARGES OF MURDER

Three Members of Tampa Tobacco Workers Striking Organization Are Arraigned Today.

Tampa, Oct. 28.—Jose De La Campa, J. F. Bartum, "Brit" Russell and G. P. Bradford, members of the former joint advisory board of the Allied Tobacco Trades Workers of Tampa, now on strike, were today arraigned for preliminary hearing on two charges, the first of conspiring to effect the murder of J. P. Easterling, bookkeeper for Buell's Bros., and Diaz, shot down in front of his employer's factory during the early stages of the strike.

WIFE A MORPHINE FIEND, HUSBAND SUES DRUGGIST

Alleges Unlawful Sale—Was Absent for Years, Returning Found Former Strong Woman a Wreck.

New York, Oct. 28.—Ernest Bilton has sued a druggist for \$5000 damages, alleging that his wife became a morphine victim through the unlawful sales of the drug. Bilton says that after years of absence from his home, he returned to find his wife reduced from a strong woman to a wreck.

BLACK HAND BOMB BURSTS IN A FOUR-STORY TENEMENT

Smashed Windows and Frightened Tenants the Only Result—Owner Had Received No Letter.

New York, Oct. 28.—A "black hand" bomb exploded early today on the ground floor of a four-story tenement, smashing windows and throwing 40 or more occupants from their beds. All rushed to the street in panic.

North American International Y. M. C. A.

Toronto, Oct. 28.—The thirty-seventh international convention of the Y. M. C. A. of North America opened here today, over 1800 delegates being registered, and at least 500 more are expected during the day. The mayor of Toronto welcomed them.

Next Ginners Report November 9.

Washington, Oct. 28.—The census bureau's report of cotton ginned to November 1, expected Tuesday, November 3, will not be announced until Wednesday, November 3 at 10 a. m., because of the general election throughout the country.

Frost Predicted in Far South.

Washington, Oct. 28.—Frost is predicted by the weather bureau to-night as far south as the Gulf of Mexico and on the South Atlantic coast. Temperature will be lower in the eastern sections of the country.

THE WEATHER.

For Asheville and vicinity: Fair and colder with freezing temperatures tonight, Tuesday and weather. For North Carolina: Fair tonight and Saturday, colder Sunday and frost.

ILLINOIS CENTRAL CASE GOES BACK

Railroad not Through With Fight to Keep from Paying \$15,000,000 or so Back Taxes.

Springfield, Ill., Oct. 28.—The Illinois Central railroad, sued by the state for back taxes, tentatively placed at \$15,000,000, was defeated today when the Supreme court sustained the Circuit court of LaSalle county in overruling the road's demurrer. The effect is to send the case back to the Circuit court for a hearing on its merits. Contentions of Governor Deneen is that for 23 years the railroad has been "milking" the state through a system of accounting for gross earnings, on which it is required under its charter to pay seven per cent. to the state in lieu of other taxes. The suit was filed by the attorney general in 1907, following a message of Governor Deneen to the legislature, wherein he asserted that road manipulated accounts so as to credit millions of earnings to lines not chartered in Illinois.

PREPARING NEW DIVORCE STATUTE IN PORTUGAL

Mutual Separation Consent Principle—Government Neutral in Religious Matters.

Lisbon, Oct. 28.—The separation of church and state is announced in a decree issued by the provisional government, met today. Another decree published declares for the freedom of the press.

Loan of \$50,000,000 TO CHINA GOVERNMENT

Contract Made by Group of American Bankers—Government Bond Security; 5 per Cent.

New York, Oct. 28.—An American loan of \$50,000,000 to the Chinese government has been consummated, it is learned today. The group of bankers interested in it consists of J. P. Morgan & Co., Kuhn, Loeb & Co., the National City bank and First National bank.

The agreement as to rate of interest and terms, it is said was signed in Peking yesterday. The bonds will be Chinese government bonds and bear interest at five per cent.

EDWARD M'CANN CASE IS AFFIRMED

He Was a Chicago Police Inspector, Sentenced to Five Years in Prison for Accepting Bribes.

Springfield, Ill., Oct. 28.—The Supreme court today affirmed the judgment of Cook county Criminal court, against Former Police Inspector Edward M'Cann, in an appeal for a new trial.

Accepted Bribe.
Chicago, Oct. 28.—M'Cann was convicted of accepting bribes for protection of gamblers and denizens of the underworld in the Desplaines street district. He was specifically found guilty of accepting \$375 from Frank Brothers, owners of several illegal houses. Frank Brothers, wealthy from the saloon business and other pursuits peculiar to the tenderloin districts, were the principal witnesses. Immense sums are alleged to have been collected by M'Cann. Granting of immunity, it is said, took place in systematic, business-like fashion. It is not believed it all went to M'Cann. There may be a search for "men higher up" who it is supposed received the bulk of the money. M'Cann was sentenced to serve one to five years. Eleven indictments against him are still pending.

A LOAN OF \$50,000,000 TO CHINA GOVERNMENT

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Postmaster Jailed for Riffing Mail.

Washington, Oct. 28.—R. L. Perkins, postmaster at King George, Va., is in jail at Fredericksburg, having been arrested by Postoffice inspectors Martin and Saffell, charged with rifling the mail at his postoffice.