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WELLMAN FAILS TO CROSS ATLANTIC

WINDS WERE SO STRONG THEY CARRIED HIM WRONG WAY.

Left Atlantic City Saturday in His Airship and was Rescued Tuesday By the Steamer Trent. Story of a Thrilling Trip and One that Only The Bravest and Most Daring Would Attempt. Six Men and a Cat on Board and All Were Saved.

The entire world sat up and took notice last Saturday morning when the news flashed out from Atlantic City, New Jersey, that Walter Wellman and his crew of five had started to cross the Atlantic Ocean in his dirigible balloon, the America. The start from the beach was made about eight o'clock and was witnessed by perhaps ten thousand people who wished success to the daring undertaking. The crew consisted of Walter Wellman, commander; Melvin Vaniman, chief engineer and next in command; F. Murray Simonds, navigator; J. K. Irwin, wireless operator; John Aubert and Louis Loud, assistant engineers. A wee gray cat was also taken along as mascot.

The America got along pretty well for the first day and up until noon Sunday, when the last wireless message was sent out as follows: "Have shut down motor and am heading east-northeast, making twenty-five knots an hour, without engine. Saving juice for wireless; dynamos not working. Thick fog. No observation obtainable." At this time the huge airship was supposed to be about three hundred miles from Atlantic City, off the coast of Nantucket, Mass. Then all messages ceased and nothing more was heard until Tuesday morning when the following story of the rescue was sent the Associated Press:

On board steamer Trent, Oct. 18.—By United wireless to New York, Oct. 18.—The crew of the airship America, in abandoning their craft, lowered themselves into the lifeboat which swung beneath it. They then cast the lifeboat off and were afloat on the sea. The airship, relieved of the weight of the lifeboat, shot up high into the air and was rapidly blown away. The transfer of the Wellman party from the lifeboat to the Trent was effected with much difficulty.

At 4:30 a. m. to-day the steamer Trent sighted the airship America, and wireless communication was immediately established. Irwin, the operator on the airship informed Ginsburg, 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 the steamer.

Daylight was rapidly approaching and the Trent was requested to follow the America, which was then drifting at the rate of 12 miles an hour. After a council held on the airship it was decided that the only means of rescue was the lifeboat. But this was such a hazardous undertaking that much time elapsed before the maneuvering was executed, as the tail of the airship, consisting of tanks of gasoline and wooden blocks, threatened to capsize the lifeboat as it was dropped from the balloon into the water.

This danger was at last overcome and the operation was carried out with success. In the operation the trailer struck wireless operator Jack Irwin and Louis Loud, the engineer, and also knocked a small hole in the side of the lifeboat.

The airship immediately on being released of its weight of the crew and boat shot skyward as the boat shot 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 telegraphy has distinguished itself by showing the great assistance in accomplishing the work of rescue.

The Morse lamp signalling also took a great part in the communication between Jack Irwin and officers of the steamer Trent, which gave the signals leading to the rescue.

The crew were picked up in latitude 35.43 north, longitude 62.18 west, where the America was abandoned.

Wellman said that the airship had been blown far out of her course so that it was inadvisable to proceed.

In telling the story of the trip to the New York Times, Wellman says, that after leaving Nantucket they went nearly east for an estimated distance of 140 miles, being driven by the westerly breeze. All Sunday afternoon the ship sped on eastward before the brisk winds until Wellman estimated that they were in latitude 42 north and west longitude 42. Wellman says:

"Here came the serious change in the wind. It shifted into the north-west and freshened to about 30 miles an hour, and before it the America drifted at the rate of about 25 miles an hour. It was impossible for us in these conditions to continue on our northeasterly course, which would have kept us in the line of the European liners.

"Furthermore, the equilibrators were pulling hard. As the lower end of it rode the heavy seas, which had been kicked up by the stiff breeze, it jerked shockingly on the lines which held it to the America. Under this stress the ship set up a rolling motion, which added to the strain and threatened the entire destruction of the craft if it was long continued.

"It was a dreadful night for the men aboard the ship. There was much to be done to ease the strain, and all did everything possible. At times some would become exhausted, and one by one the men would sleep for a time. They went to their hammocks expecting that they would awaken to find themselves in the ocean, but all they wanted was to sleep, and they did so. At the worst moments they were calm and even cheerful.

"As the seas grew in power and pulled harder on the equilibrators the America was drawn down almost to the level of the line of whitecaps. Some of the waves even struck the lifeboat, in which lay our only hope of saving ourselves, and threatened at times to carry it away.

"At this point a consultation was held to decide whether we should abandon the ship and take to the lifeboat. All hands agreed that we should stick to the ship and try to take her to land, and, if possible, on the other side of the ocean. We threw over gasoline to lighten her, and she rose above the dangerous waves.

"At 3 o'clock on Monday morning orders were given to start the course on the hope of reaching the Azores or Europe, which was possible even yet if the winds should hold favorable. Then came another disastrous shift of the wind. It hauled entirely out of the west and came to us from the north-east, blowing strong. It would have been impossible to make the Azores in the face of this wind, in view of our sacrifice of a large part of our gasoline supply.

"It was then decided that we should try to make Bermuda. The motors were shut off again, and we drifted southwest at about 15 miles an hour. Our purpose in drifting was to save the motor gasoline for the final effort to reach a landing place.

"All Monday we kept afloat with difficulty. There was grave danger and a great strain on all, but none thought of giving up. We were resolved to hold to the ship as long as possible, and to give up only when we saw that the task was hopeless."

Then soon came the rescue as related above.

Man Hurt At a Gin.

On Friday of last week Mr. John Pinkney Adams, of the southern part of the County, was badly hurt at the cotton gin of Messrs. Adams & Tart. One of the belts which had been off was being put back on by Mr. Adams and the engine was started up to aid in this, when a piece of iron which it seems got on the belt while it was off was thrown against Mr. Adams with considerable force. It struck him against the ribs on the right side of his breast and it was thought for about five minutes that he was killed. At last account he was doing well. His physician says that if the stroke had been a little lower it would have killed him.

DOLLIVER DIES UNEXPECTEDLY

SEEMINGLY ON ROAD TO RECOVERY, HIS HEART FAILS.

Senate Loses An Able Leader. Has National Reputation as an Orator and Ranking Chief of Insurgent Clan, and was Loyal to Roosevelt.

Fort Dodge, Ia., Oct. 15.—United States Senator Jonathan Dolliver died at his home to-night in the fifty-third year of his age. Dilatation of the heart was fatal to him. He had not been in good health for some months and had been quite ill, but no apprehension was felt for him until last Thursday. Then his wife said he had not enjoyed a vacation in 35 years and it was imperative that he should rest.

The son of a Methodist preacher, Senator Dolliver was a sincere and prominent member of that denomination. He was born in what is now West Virginia in 1858 and was graduated in 1875 from West Virginia University. Later on with his father he removed to Iowa. He was admitted to the Bar in 1878, began his political career by being elected to the Fifty-first Congress, was elected to the succeeding Congresses up to and including the Fifty-sixth, and in 1900 was appointed to the Senate from Iowa to succeed Senator John H. Gear. He was later elected and re-elected, and began the term he is now serving in March, 1907.

Senator Dolliver grew up familiar with the oratory of the circuit rider and exhorter. He inherited much of his father's talent, and for many years he cultivated it assiduously. He was one of the most polished orators in Congress. He was an omnivorous reader, a great student of the best literature. When he spoke on the floor of the Senate his addresses were admirable for their diction, whether impromptu or otherwise, and they were forceful. He was at his best, however, in the political meeting, where he could launch out and exhort his audience to follow in the ways of the Republican party with the power of exhortation that made his father's name known from one end of West Virginia to the other a half century ago, and causes it still to be remembered. His present term in Congress would have expired in 1913.

ENGAGEMENT ANNOUNCED.

Miss Ethel Camron Winston to marry Mr. William Lewis Speight—Reception Given by Miss Noble.

Selma, Oct., 15.—The engagement of Miss Ethel Camron Winston to Mr. William Lewis Speight, of Tarboro, was announced at a reception given to a few intimate friends by Miss Anne S. Noble Friday afternoon, October 14, 1910, from three to five o'clock. The guests were received by Mrs. Robert P. Noble, who after serving fruit punch ushered them into the library where a guessing contest was engaged in and the prize won by Miss Annie Laurie Thompson, of Faison, N. C., a beautiful hand-painted pin, was presented by Mrs. M. C. Winston. The guests were then shown into the dining room which was beautifully decorated. The color scheme being blue and white. The guests places at the table were designated by a small white heart bearing their name and was tied with blue ribbon, leading to a bowl of roses in the center of the table. After the refreshments of cream and cake the guests were requested to draw a card from the rose bowl and read the quotation on their card. The last to read was Miss Noble, who read to the surprise of all Miss Ethel Camron Winston to Mr. William Lewis Speight, November twenty-third, nineteen-ten. Miss Thompson then presented the prize to the guest of honor, Miss Winston. After many happy wishes from the guests they were taken back into the library, where a hand-painted booklet in for-get-me-nots was presented by Miss Noble to Miss Winston. Each guest was asked to write a quotation expressing good wishes after which the guests departed declaring Miss Noble a most charming hostess.—News and Observer.

FRENCH DIRIGIBLE FLIES INTO LONDON

FIRST TIME SUCH A BALLOON HAS CROSSED CHANNEL.

Outsped Best Express and Made the Journey in Six Hours Without Any Discomfort and Circled St. Paul's.

London, Oct. 16.—Another chapter was added to the history of aviation to-day, when the French dirigible balloon Clement-Bayard made the voyage from Compiègne to London, in the remarkable time of six hours, a journey requiring seven hours by the fastest express trains and boats. Compiègne is 45 miles northeast of Paris, and about 195 miles by air route to London.

This is also the first occasion on which a dirigible balloon has crossed the English Channel. The over-water route occupied 45 minutes.

The Clement-Bayard with a crew of six aboard, left Compiègne at 7:15 o'clock this morning and reached London without a stop at about 1:15 in the afternoon. The atmospheric conditions were perfect, and the big airship traveled with a slight breeze behind. The behavior of the dirigible was splendid and the 440-horsepower engines worked a perfection. The travelers experienced no discomfort, and were only troubled by the haze and mist in crossing the channel.

A most uneventful voyage it was, with nothing to interrupt the smooth swinging motion of the balloon, which each hour averaged close to 33 miles. An altitude varying from 300 to 700 feet was maintained, and all along the flight over the land the aeronauts were cheered by thousands of spectators who had gathered at various points.

The railway from Folkestone was followed, and the Clement-Bayard flew right through the heart of London, circling St. Paul's beautifully on the way. The balloon made a safe and easy landing at Wormwood Scrubs.

The dirigible carried M. Clement, of the Clement-Bayard firm, in command; Baudry and Le Prince, steersmen; Sebatiar, engineer and designer; two mechanics and Arthur Philip Du Cros, member of the British parliament, representing the British Parliamentary Aerial Defense Committee. Only these seven were aboard, although the airship can accommodate 39 passengers in addition to the crew.

JOHN D. DONATES \$3,820,000.

Increases Endowment of Rockefeller Institute. New Hospital Opens With a Permanent Income Fund of \$8,240,000.

John D. Rockefeller, at 2 o'clock this afternoon, celebrated the opening of the new hospital attached to the Rockefeller Institute for Medical Research, at Sixty-sixth street and the East River, Manhattan, with an additional gift of \$3,820,000. This benefaction increases the income-bearing endowment of the institution to \$8,240,000.

This addition to the resources of the institution has also been made the occasion for an important development in the organization of the Rockefeller Institute for Medical Research, as a public trust. For the first time today the board of trustees, as legally contemplated by the original charter, has come into absolute possession of the institution's property, establishing it, in the future, as an independent foundation. Its initial board of trustees is to be as follows: John D. Rockefeller, Jr., Frederick T. Gates, William H. Welsh, Starr J. Murphy and Dr. Simon Flexner.

The new board of trustees will have entire charge of the property, including the investment of an endowment fund, and will hold under its control the disbursement of the entire income. This, however, is subject to a control by a board of scientific directors, all of them men of medicine of national repute.—Brooklyn Eagle, 17.

Bathing the head behind the ears with hot water will often cure an indigestive headache.

THE JOHNSTON COUNTY CLUB.

Boys From This County at State University Organize With J. H. Rand, of Smithfield as President.

Chapel Hill, Oct. 18.—The Johnston County boys met to reorganize the Johnston County Club, at the University of North Carolina, on October 14th. The following officers were elected for the first part of the term: J. H. Rand, president. J. P. Cordon, vice-president. R. E. Parrish, secretary. H. A. Parker, treasurer.

The purpose of the Johnston County Club is primarily to increase the number of students from Johnston County. The Club writes a letter to every Johnston County boy who is thinking of entering college, urging him to come to the University. In addition, every member of the Club makes it a special business while at home to talk with prospective students about the University. By these means the present Johnston County students hope to swell their already fair-sized number to the number demanded by Johnston County's large area and high standing in the State.

The Johnston County Club holds regular monthly meetings on the first Saturday night in each month. These meetings are characterized mainly by a social atmosphere, which is largely induced by refreshments. The club hopes to have an address from our Johnston County member of the faculty, Prof. Noble, formerly of Selma.

The Club is composed of all Johnston County students in the University. The following men have registered this year from Johnston County:—Smithfield, I. M. Bailey, R. E. Parrish, E. W. Turlington, L. F. Turlington and E. F. Wellons; Selma, Adlia Oliver; Benson, James Eldridge, Ezra Parker and H. A. Parker; Four Oaks, J. I. Lee; Wilson's Bls, C. L. Lassiter; Clayton, Swade Barbour, J. P. Cordon and Kenneth Ellington.

FLIES FAR WITH PASSENGER.

Dutch Aviator Covers 250 Miles of Paris to Brussels Round Trip.

Paris, Oct. 16.—Henry Wymalen, a Dutch aviator, who holds the world's altitude record, and M. Legagneux, a French aviator, each with a passenger, made a remarkable trip in bi-planes to-day from Paris to Brussels. They started an hour and a half apart in an attempt to win \$30,000 offered by the Auto Club and \$5,000 offered by the municipality of Paris for a successful flight with passenger to Brussels and return.

Wymalen, after reaching the Belgian capital, left almost immediately on the return trip and arrived safely this evening at Saint Quentin. Legagneux decided to stop for the night in Brussels and will start for Paris early tomorrow morning. The distance between the two points is 170 miles as the crow flies, and the distance between Brussels and Saint Quentin approximates 80 miles, making 250 miles the daring Hollander covered with a passenger.

On the trip to Brussels both aviators made a landing at Saint Quentin to replenish their gasoline, and Wymalen made a second landing a little farther along to inquire the way. The weather was ideal and the trip was without incident. Wymalen covered the distance to Brussels in five hours and 38 minutes. Legagneux, with only one stop, made it in five hours.

Storm in the South.

The last few days have witnessed a great storm in the West Indies and the Southern part of the United States. Much damage was done in Cuba. In Southern Florida and Georgia the storm was quite severe. At Wrightsville Beach near Wilmington more than 150 feet of the new steel pier which was recently built in front of the Seashore Hotel was washed away. The narrow strip of land on which is built the hotels and cottages was almost submerged Wednesday. There was but little wind there at the time the waters ran so high or considerable damage would have been done. The latest news is that the gale is racing out to sea and we may hear of much damage to ships off the east coast of the Southern States.

ANOTHER GOOD MAN PASSES AWAY

O. D. STANLEY, FORMERLY OF FOUR OAKS, DEAD.

After a Lingerin Illness Passed Away Last Saturday Night—Leading Churchman, Prominent Mason and Popular in Railroad Circles.

Wilson, Oct. 17.—Saturday night last, after a continued illness covering a period of over six months, Mr. O. D. Stanley, the popular freight agent of the Atlantic Coast Line Railroad at Wilson, quietly passed away about nine o'clock, in the thirtieth year of his age—service being conducted by Rev. C. W. Blanchard. Deceased had been twice married—the first time to Miss Ora Willie, and after her death, to Miss Cora Bell—both daughters of Mr. and Mrs. Ezekiel Creech, of Johnston county. A widow and three small children—two by the first, and one by the last wife—survive him.

The funeral services were held in the First Baptist church in Wilson Sunday at noon under the auspices of Mt. Lebanon Lodge, No. 117, A. F. and A. M., of which order he was a prominent member—being a Master Mason, Royal Arch Mason and Knights Templar.

From the church the remains were gently borne to the Atlantic Coast Line depot and taken to Four Oaks, his former home in Johnston county, where the interment was made in the Creech burying ground Sunday afternoon. Quite a number of Wilson ladies and gentlemen accompanied the remains to Four Oaks—the following acted as pall-bearers: E. S. Taylor, T. S. Pace, Geo. L. Morgan, J. T. Ellis, Jr., Sam Ward and John R. Rains.

Arriving at Four Oaks, the following pall-bearers from the Masonic lodge of that town, assisted those from the Wilson lodge: C. C. Lee, J. W. Blalock, J. A. Blalock, Nathan Keen, W. A. Keen and S. Barber. At the grave Rev. Blanchard was assisted by Rev. T. B. Justice, pastor of the Baptist church, at Four Oaks.

The funeral was one of the largest ever held in Johnston county, and the floral offerings were beautiful.—News and Observer.

WELLMAN NOW IN NEW YORK.

None of the Men Who Started Across Atlantic Regret Loss of America.

New York, Oct. 19.—Walter Wellman and his five companions were landed here this afternoon by the steamship Trent, which picked them up at sea after they had abandoned their dirigible balloon America and failed in the first attempt ever made to cross the Atlantic through the air. A bruised right hand which Wellman carried in a sling was the only physical injury that resulted from their long voyage of approximately 900 miles and a rescue the like of which is unknown to all history.

None of the aeronauts expressed regret for the loss of the America. They agreed that it had served its purpose and taught its lesson. All stand ready to renew the attempt as soon as Wellman and his engineers find a way to conquer the difficulties that brought their first trip to its thrilling end last Tuesday morning, 400 miles southeast of Sandy Hook.

Standing on the deck of the Trent Wellman made this statement:

"We thought we could not get along without the equilibrators. 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 equilibrators would do."

Special Services at Selma.

We are requested to announce that there will be special services at the Selma Baptist church Sunday morning, October 23rd, at eleven o'clock. Dr. J. B. Carlyle, of Wake Forest College, will deliver an address at that hour. He is one of the State's most eloquent speakers and always pleases his audience. Everybody cordially invited to attend.