

Nebraska

Lincoln People Worried

Tactics of Paper Appears to Be Driving Out Wealth. BIG TAXPAYERS LEAVE CITY

D. E. Thompson's Offer to Put Up Cash to Back Proposition Not Taken Up with Avidity—W. H. Cowgill Grows Wroth.

(From a Staff Correspondent.) LINCOLN, Oct. 16.—(Special).—Some of the business men of Lincoln are becoming worried late in the afternoon of one of the newspapers here caused a number of the city's very valuable citizens and a heavy taxpayer.

It is upon this device that Wellman places his main dependence for the success of his attempt. In case of great expansion it becomes necessary to open valves and allow gas to escape to prevent an explosion. Wellman's anchor chain is a set of cylinders fitting together in a socket joint.

Not long after Wellman started, the Atlantic City watchers were concerned by weather reports that told of the onrush of cyclonic winds from the tropics that might overtake Wellman's ship and wreck it.

The latest reports indicate that Wellman has made a propitious start, for the winds seem to be aiding his motors to carry him into the line of European steamship travel.

The men making the flight are Walter Wellman, commander; Melvin Vanaman, chief engineer and next in command; F. Murray Simmons, navigator; Jack Irwin, wireless operator; John Ashurst and Albert Louis, assistant engineers.

The start of the America was one of the most dramatic events ever occurring. Roundly criticized by people who did not believe that he would ever undertake what was thought to be a foolhardy venture, Wellman started the whole island by bringing the America out of the hanger and without ceremony going into the air.

It was about 4 o'clock that the final decision to go up was made by Chief Engineer Vanaman. All night he had watched the weather and as dawn broke he decided that now was the time.

Among the anxious people that crowded into the little wireless station at the Atlantic City pier were Mrs. Vanaman, her two daughters and Mrs. Vanaman. All were cool despite the knowledge of the danger their husbands and father were to face in this dangerous, strange voyage and they expressed the utmost confidence in the success of the expedition.

Messages were exchanged between Wellman and Vanaman and their relatives.

The last message received from Wellman late Saturday afternoon said the course had been laid for the northeast passage of Newfoundland and the speed cut to fifteen miles an hour to save the gasoline.

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