

### EXPEDITION SEEKS LA SALLE'S GRIFFIN

#### Hunts Lake's Mystery Hulk Vanished 248 Years Ago

Albany, N. Y., Oct. 28 (AP)—Word that an expedition is to search for the hulk of the Griffin, first sailing vessel to navigate the upper Great Lakes, revives interest in a 248-year-old mystery.

The Griffin was sailed by La Salle and his colleague, Father Hennepin, on their pioneering trip to the Great Lakes and Illinois country in 1673. They took their little craft as far as Green Bay, from which point La Salle ordered her back to Niagara for supplies. Many opinions as to her fate advanced by La Salle and his contemporaries and by students of history have failed to settle the question, although H. G. Tucker, head of the present searching party, says he knows her last resting place.

A romantic bit of history surrounds the old Griffin, for it was by her aid that the great explorer and his friend, the Recollet friar, penetrated into the vast wilderness of the lake country, thus preparing the way for the claims of France to the Mississippi Valley. It was her disappearance, too, that necessitated a 1,000-mile overland journey by La Salle from Lake Michigan to get the supplies the Griffin had failed to bring him. This trip, made in a severe winter, was one of the most heroic ventures of any of the new world's pioneers.

**Built Above Cataract.**  
The Griffin was built six miles above the Niagara cataract, presumably near the mouth of Cayuga Creek, near the present Borough of La Salle, a division of Niagara Falls City. Her keel was laid in January, 1673, and by spring she was ready for launching, a queer little craft of forty-five tons, forerunner of the fleet of steamers and tankers that now plies the Great Lakes.

After a blessing by Father Hennepin and a Te Deum by the company of builders and pioneers, she slipped from her stocks into the Niagara river, while the French and their Indian allies cheered lustily. Her armament consisted of five small guns. On her prow was a carved griffin in honor of the family arms of Count Frontenac, the Governor-General of Canada.

After her equipment had been finished at an anchorage at Black Rock, the little boat started her long voyage, entering Lake Erie on Aug. 7, 1673. Never before had a sail

been seen on this inland sea and as the Griffin held her course over the uncharted waters groups of Indians gathered on the forest-clad shores to marvel as she slipped by. Turning northward, she negotiated the Strait of Detroit and Lake St. Clair, finally entering Lake Huron. Early in September she reached Lake Michigan, anchoring at the entrance to Green Bay.

Here La Salle and Hennepin found that several members of their advance party had collected a large store of furs, which La Salle decided to send back to Niagara. Crews were pressing the intrepid adventurer and the proceeds from the skins were needed to satisfy their claims. Also, La Salle wanted supplies, including the rigging of another ship, and so the men detailed to sail the Griffin back across the lakes were ordered to dispose of the furs for the equipment and return to Lake Michigan.

**Sails Into Oblivion.**  
The Griffin set sail south on Sept. 18 and when she passed from La Salle's sight she also disappeared from the pages of history. Indians, fur traders, Jesuits were variously charged with her destruction. La Salle himself believing that her pilot and crew purposely scuttled her. Her actual fate remains a mystery.

After the departure of his ship, La Salle and his party made their way south along the Wisconsin shore in canoes, circled southern Lake Michigan and then began their vain quest for the Griffin's return. Finally convinced that she was lost, La Salle decided to go himself to Niagara. Weather conditions were of the worst, but early in March he and a few followers left their storm-battered wilderness. Traveling by lake and by land they fought their way across the bitter miles, reaching their goal sixty-five days later after a series of almost unbearable hardships.

A ship had been lost but a valorous adventurer had demonstrated the stuff of which the seventeenth century pioneers of new France were made.

### Lowell Committee Favors Party Nominations System

Lowell, Mass., Oct. 28 (AP)—The republican city committee of Lowell went unanimously on record last night in favor of proposed legislative bills which would restore the system of party nominations for city offices and substitute biennial elections for the present annual balloting. Lowell is at present governed under a non-partisan charter and has been since the old bicameral system was abandoned in 1911.

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### YALE FRESHMAN IS HELD RESPONSIBLE

#### Fatal Auto Accident Followed Quarrel With Girl

New Haven, Oct. 28 (AP)—Gerald H. Howell of Tusedo, N. Y., 22 year old Yale freshman, son of a former English champion oarsman, yesterday was held criminally responsible for the death of Frances B. Thomas, 20, fatally injured early Sunday morning when the automobile operated by Howell had turned over on the Milford turnpike. The finding of Coroner E. H. Mix held that Howell was operating the machine in a "grossly careless, reckless and dangerous manner, at an excessive rate of speed," and so is criminally responsible for the death of Miss Thomas of Martinsburg, W. Va., and Bridgeport, Conn.

Howell, with two classmates and the three young women who were with him at the time of the accident, procured two quart bottles of whiskey, the finding says, and took the liquor with them to a West Haven roadhouse, where they drank it with their dinner. The classmates were not named in the finding. Two Yale freshmen, Frederick F. Payne of Judsonville and Edward Fayson Smith, Jr., of Chicago, were among the coroner's witnesses.

After an argument at the roadhouse, the report continues, the other students left and about 1:20 Sunday morning Howell started for Bridgeport, accompanied by the three young women.

Near Milford Center, while going between 50 and 60 miles an hour, Howell passed another car going in the same direction. Instead of passing to the left, where the finding says, there was about 27 feet of room with no other traffic, he went to the right, lost control of the car after skidding 375 feet, overturned. Miss Thomas was fatally injured. Miss Smith sustained a puncture of the lung from which she still is in a critical condition at the Milford hospital, and Howell and Miss Soule escaped with lacerations.

Howell is to be arraigned on a charge of misconduct as a motor vehicle operator Monday at Milford town court. Meanwhile he is at liberty under bonds of \$1000. The youth is the son of B. Huntington Howell, New York sugar broker.

**SEN. WALSH IN WARNING**  
Ware, Mass., Oct. 28 (AP)—Declaring that he felt "like St. John the

Baptist crying out in the wilderness against the dangerous degeneration of the present generation in its hunt for luxuries and pleasures." Senator David I. Walsh in an address here last night launched a vigorous attack on the tendency of the moneyed interests to speculate in industrial stocks that are grossly watered.

### EX-CHORINE TO APPEAL

#### Mrs. Ann Morgan Gowans Fails to Obtain a One-Third Share of \$300,000 Estate.

Cleveland, Oct. 28 (AP)—Suit of Mrs. Ann Morgan Gowans, former Folies chorus girl to obtain a one-third share of the \$300,000 estate of the late Alphonse Morgan, vice-president of the Morgan Lithograph company of Cleveland, was dismissed in probate court yesterday. Counsel said she would appeal.

Mrs. Gowans claimed she was the common law wife of Morgan, he having taken her on trips and introduced her as his wife. She testified they became man and wife when they repeated together the words pronounced by a justice of the peace. Morgan died early this year.

The court stated Mrs. Gowans lost all right to her claims when she accepted \$5,000 from P. J. Morgan, brother of Morgan and administrator of his estate. To resign her rights in the Morgan estate, Mrs. Gowans had asserted she was drugged when she signed the paper and received the \$5,000.

In announcing his decision Judge George Adams declared he did not "believe a word this girl has said on the stand."

She said they were not married by a duly authorized person because Morgan said his brother might make trouble.

### Nungesser's Brother Escapes Airplane Death

Washington, Oct. 28 (AP)—Aviation narrowly missed claiming another member of the Nungesser family as a victim here yesterday, when Robert E. Nungesser, brother of the French ace who presumably fell into the Atlantic while en route by air from Paris to this country, plunged to earth on his first flight as a student pilot.

Taken from the wreck unconscious he was found to be suffering from injuries to his head, chest and right arm. He was removed to his home where he has lived with his wife and daughter while working as a tinker.

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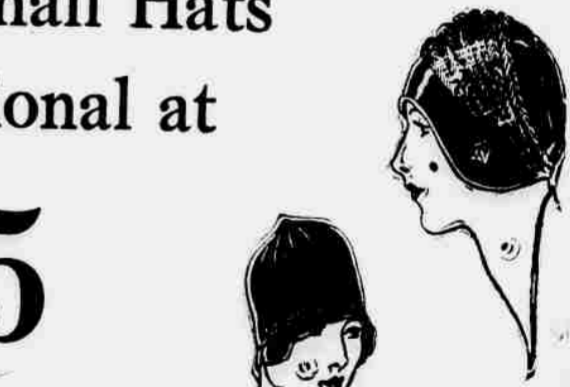
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