SIGNAL OFFICERS

Wright Gives Lessons to Lahm and Humphrey, His Two Fledglings.

AIRSHIP RACES WITH TRAIN

Inventor Finds Officers Are Apt Pupils and Lets Them Steer Machine Alone-Hard Feats to Be Attempted.

COLLEGE PARK, Md., Oct. 18.-In six flights at the Government aviation school, under the direction of Wilbur school, under the direction of Wilbur Wright, Lieutenants Lahm and Humphrey demonstrated their ability to handle the Government aeroplanes purchased from the Wright brothers during the last Summer by the Signal Corps. Each officer accompanied Mr. Wright on three flights.

Before the sun had risen the aeroplane was rolled from its shed and in what was practically a dead calm, Mr. Wright and Lieutenant Humphrey made a flight of more than it minutes duration. The second flight, with Lieutenant Lahm in the pupil's seat.

Lieutenant Lahm in the pupil's scat, was the longest made by the Signal Corps, lasting for 18 minutes and 27

In both flights Mr. Wright permitted the lieutenant to operate the machin unaided. The third flight was made i unalded. The third flight was made in a slight breeze, Lieutenant Humphrey again accompanying Mr. Wright. The machine was in the air for over ten minutes. Mr. Wright, accompanied by Lieutenant Lahm, then flew for 11 minutes and 24 seconds, while the machine was encircling the field it was pitched and tossed by a ten-mile wind. Airship Races With Train.

In the evening Mr. Wright was accompanied on the first flight by Lieu-tenant Humphrey, who handled the ma-chine unaided through most of the devious route. Mr. Wright then made a flight with Lieutenant Lahm. As the machine sped around Mr. Wright re-linquished control of the craft to his

While flying about with Lieutenant Lahm and Mr. Wright the aeroplane came abreast of a swiftly-moving ex-press train. So close was the machine of the air to its rival on the earth that it appeared to be right above the train. The disturbance of the air created by the speed of the train seemed to affect the aeroplane, which swept down dan-gerously close to the earth. As the wind caught it and aided it onward, it reemed to gain on the train.

Will Make Longer Flights.

Longer flights and more difficult maneuvers are now to be attempted by the aviation class at the Government aerodrome. Lieutenant Benjamin D. Foulois, who made the famous Alexandriz cross-country flight with Or-ville Wright, returned today from France, where he had been as the representative of the United States Arm at the aeronautical congress. He will report at College Park tomorrow. It is probable that he will be added to the list of students of aviation.

SHOW ATTRACTS COUNCIL

City's Business Quickly Ended by Vancouver Solons.

VANCOUVER, Wash., Oct. 15.—(Special.)—Because some of the members were anxious to attend the theater, tonight's session of the City Council was adjourned at 9:35, the first time the weekly session has ended before the midnight hour in many months.

AVIATOR'S FEAT ASTOUNDS Continued From First Page.)

delegation of business men and Aero Club members from that city and Wash-ington is expected there this week to submit an offer of \$150,000 for the two

Los Angeles has offered to raise large a fund as any other city, and the Acro Club of St. Louis has submitted a tentative offer of \$100,000, it is said, the money not having been raised as yet. Chicago and Indianapolis also will be energetic bidders for the two contests.

CURTISS BRAVES STIFF WIND

Aviator Speeds in Air During 15-Mile Chicago Breeze.

CHICAGO, Oct. 18.-Glenn H. Curtisa made a flight in his aeroplane Saturday in a wind blowing 15 miles an hour. The first flight was made at 3.15. He started at the southwestern edge of the track in a field and circled the lake. He flew di-rectly over the rall at three-quarters post and landed sliding at the home atretch. He had flown about half a mile in less than a minute. His height averaged 30

Curties circled the track on his second trip. This maneuver was a risky one and full of dips and tilts that startled the crowd, but it cheered the cool control of the aviator. This trip covered over three quarters of a mile in about 90 seconds The average height approximated 35 feet.

WAR OF ROSES IS RENEWED

Rivairy Is Between Blackpool and

Doncaster in Aviation. BLACKPOOL, England, Oct. 18 .-

The fifteenth century rivalry which made York and Lancaster historic names seems to have been revived by the clash of aviation meeting dates here and at Doncaster, and the gratification of Lancastrians at the some-what depressive opening of the York-shire events is poorly disguised. At the close of today's flights Far-man led in the speed contest for a prize of 12000, having covered 17½ miles miles in 22 minutes. Rougher had to

his credit the longest flight, 22% miles in 32 minutes, for which the prize is \$10,000. Both contests are open until the end of the week.

MONOPLANE HITS SPECTATORS

Rudder at Juvissy Mortally Wounds Woman, Hurts Others.

JUVISSY, France, Oct. 18.—A few min-utes before Count de Lambert returned to the aviation field here from his flight to Mrs. Richards is survived by one brother and one sister, D. W. Hunter and Mrs. D. P. Bartrum, of this city, also by three Paris, M. Blanc, the French aero-naut, attempted his first flight in a Bleriot machine. Shortly after ascending, the monoplane, as the result of a false shift

of the rudder, turned into the tribune and fell, mortally wounding a woman and in-juring a dozen others.

EUROPE CRAZY OVER FLYING Lieutenant Foulers Returns With

Faith in Americans. NEW YORK, Oct. is.—Lisutenant D. B. Foulers, of the United States Signal Corps, has just arrived here after representing the United States Army at the International Aeronautic Congress in Paris He will proceed to Washington to be instructed in operating an airship by Wilbur Wright.

"In France I found the country crazy—if one may use the term—about flying."



Lieutenant Lahm, U. S. A., Who Took Lesson in Aviation in Aeroplane With Wright Yes-

he said. "Germany still sticks to the dirigible balloon, but in France it is all for machines that fly. It will be the for machines that fly, it will be the same here, and when the people see the demonstrations there will be active inventors who will perfect engines of sufficient power and lightness to fill the bill and make machines perfect.

"I certainly have great faith in American inventors, and while the present machines of the Wright brothers, Curtis and others are somewhat crude, the principle is right, and speedily we shall be eclipsing our neighbors across the seas."

eclipsing our neighbors across the seas,

Le Blon Monoplane Wins Prize DONCASTER, Oct. 18 .- In the aviation contests here today Le Blon, driving a Bleriot monoplane, won the Bedford cup and a prize of \$200 for the fastest time in ten circuits of the course.

GIVE ALL FOR SUFFRAGE

LADY COOK READY TO SPEND MILLION ON CAUSE.

Leader of Pacific English Suffragists Will Appeal to Taft for Help.

NEW YORK, Oct. 18 .- Lady Frances look, better known in this country as Tennesses Claflin, who arrived here today, said she is ready, if need be, to spend \$1,000,000, all her fortune, to win otes for women

I am going right to President Taft, Lady Cook continued. "to see if I can President's attention to the amendment of the Constitution. Constitution says that only idlots, asane and convicts may not vote, and want to know if that bars women.
"King Edward at heart sympathizes

with us, and so did his mother, Queen Victoria, before him." Lady* Cook represents the Women's 'reedom League, the English organization that is seeking woman suffrage y peaceful methods, and arrived here

oday from England.

The New York Suffrage League is paring to show equal attention to Lady Cook and Mrs. Pankhurst, representing the British suffragettes who adopt mil-

Lambert and Von Puhl's Speed in Balloon Surpassed.

500 MILES IN NINE HOURS

Aeronaut Performed Great Feat During Civil War and Narrowly Escaped Being Shot in South as

UNION, S. C., Oct. 18.—The claim that A. B. Lambert and S. Louis von Puhl, members of the Aero Club of St. Louis, established new world's records for long distance and speed seronautics, when, after having ascended in their balloon in St. Louis on Friday morning of last week, they landed near Charleston, S. C., on Saturday morning at 9 o'clock, having made an average speed of 44 miles an hour, is challenged by parties who have records showing that a higher speed was attained in a balloon voyage made 48 years ago. loon voyage made 48 years ago.
The aeronautic feat referred to was that of Professor T. S. C. Lowe, head of

Lowe Observatory, near Pasadens, Cal., who on April 20, 1861, ascended in a balloon at Cincinnati, at 3:39 A. M., and at 12:30 P. M. of the same day landed at 12:30 P. M. of the same day landed at Pea Ridge, in this county. Although in the air only nine hours, Professor Lowe covered an air line distance of 500 miles, not including several hun-dred miles additional caused by his bal-loon being caught in a current and car-ried over Virginia, thence to the South loon being caught in a current and carried over Virginia, thence to the South Carolina seacoast before reaching his landing place near here.

Professor Lowe's balloon voyage was eventful not only because it set such a pace in aeronautics for distance traveled per hour, but because the flight

having occurred at the outbreak of the Civil War, when sectional feeling was at high pitch, he was regarded by some as a "Yankee spy," and but for the action of cooler heads might have met with bodily injury.

LOWE SAYS HE MADE RECORD

Traveled 700 Miles in Nine Hours From Cincinnati.

PASADENA. Cal., Oct. 18.—Professor Thaddeus S. C. Lowe, of this city, corrob-orates the claim made for him that in a flight is years ago he surpassed the performance of A. B. Lamber and Louis yon Puhl, of the St. Louis Aero Club, who up to now have been regarded as the oolders of the world's long-distance bal-oon speed record. He sailed 700 miles

loon speed record. He sailed an mice from Cincinnati in nine hours.

"At the request of the Smithsonian Institution of Washington and the Franklin of Philadelphia. I made a flight on April 29, 1881, which covered an air line distance of 700 miles," said Professor Lowe tonight. The flight was made to test air currents. I had been attending a ball in Cincinnati and was still in my evening clothes when I received word that simpspheric conditions were favorhat atmospheric conditions were favor-

The moorings of my balloon were cas loose at 4 A. M., April 20. At I o'clock that afternoon I landed at Pea Ridge, near the coast of South Carolina. The distance between Cincinnati and Pea Ridge by railroad is 900 miles. Reckon-Ridge by railroad is 900 miles. Reckoning by air line, the distance between the two places is 300 miles less than that. I covered the distance in nine hours, flying over the Allegheny and Blue Ridge

EARLY MILL BUILDER DIES not get him to do what Lincoln did, but by peaceful measures. I shall call the President's attention to the 14th Death Claims Captain Rackleff at Myrtle Point.

MYRTLE POINT, Or., Oct. 18.—(Special.)—Captain William E. Rackleff, who died Thursday, October 14. was born in Portland, Me., March 9, 1816. When but a boy he went to sea with his the Horn and their steamer Orlan was the first boat successfully to cross the Umpqua bar. They also were the first to sall over the Coquille Bluer bar.

he married Cordella. E. Ransom and moved to Coos County. In 1871 he built the first steamer on the Coquille. In this little boat, the Mary, he plied bethis little boat, the Mary, he plied between San Francisco for a number of years. He afterwards engaged in the shipbuilding business and among his boats were the Little Annie and Cordelia, both of early fame in the settling of Coos. Later he became interested in the milling business and built the only roller flour mill in the county at Myrtle Point, and later the sawmill still running at this town.

He was the father of 11 children. Those living are Edward, Anna Lhenranousky. Charles, Ralph R., George, Ellen Angel, Lyman and Owen Rackleff. His son Edward is ex-County Clerk of Coos County, having served three and



David Morse, Jr., Deceased, Who Was Oregonian Reader for 40

one-half years in that position. was also joint Representative from Coo and Curry Counties in 1907.

OREGONIAN WAS DAILY COM-PANION FOR DAVID MORSE.

Empire City Pioneer Dies, Leaving Complete File of Newspaper. Planted Claims in Siuslaw.

MARSHFIELD, Or., Oct. 18 .- (Special.) -David Morse, Jr., who recently died at his home in Empire City, Or., was reader of The Oregonian for 40 years, and during all that time he kept every copy of the paper. Among the possessions that he left was a complete file of the newspaper for that period.

For five years before his death Mr. Morse was in poor health and was able to leave his house but little. It was then that the daily paper from Portland gave him the greatest pleasure. He was par-ticularly well informed on public mat-ters and affairs of government and poli-tics and was a living encyclopedia on

many topics. Mr. Morse was quite a collector in Mr. Morse was quite a collector in various lines. He left a rare collection of foreign and United States coins. Of the latter there are scores of half-dollar pieces of the old style dating as far back as 1819, dozens of quarters, dimes, pennies and other denominations of gold, silver and copper. There are many trade dollars, a large collection of Mexican money and foreign coins of different kinds. Some of the British money bears dates as early as 1782. dates as early as 1782.

Mr. Morse was for many years Collector of Customs on Coos Bay, and at a time when the foreign trade was greater than it is now. He would exchange United States money for foreign with the sailors, and in that way came across many rare pieces.

Farmer Delegates Named.

SALEM, Or., Oct. 18 .- (Special.) - Govto sail over the Coquille River bar.

After living a few years in Coos, Captain Rackleff, removed to Douglas, County, where he built the first saw and grist mills near Scottsburg. In 1866 and Dr. W. J. Kerr. Cqrvallis.

Much Guessing About Man to Succeed Crane.

SEVERAL MEN SUGGESTED

Appointment Will Probably Be Deferred Till Taft Returns to Capital-Fletcher Is Doing Work Well.

WASHINGTON, Oct. 18 .- Speculation is rife here regarding the possible nominee for the position of United States Minister to China, made vacant by the resignation of Charles R. Crane. While several promment persons both in and out of the diplomatic service have been mentioned as possibilities for the Chinese post, nothing nore substantial than rumor has as yet developed.

If officials of the State Department have any information bearing upon the mission, they are carefully refraining from di-try the state of the same of the same that the same of the same of the same knox, who is passing a few days at his country home at Valley Forge, Pa., nothing definite upon the subject can be obtained here.

Walt Till Taft Returns.

While the importance of filling the vacancy at as early a day as practicable is recognized, it is understood that there will be no extreme haste in the matter. The belief was expressed tonight that no selection would be made until after the return of President Taft to Washington. In the meantime, however, American interests are not suffering in China. They are being looked after by Henry P. Fletcher, of Pennsylvania, now Charge d'Affaires at Pekin. It is known that Mr. Knox entertains a very high regard for Mr. Fletcher for the manner in which he has handled important matters.

Several Men Mentioned.

Among those mentioned in connection with the position, in addition to Mr. Fletcher, are Assistant Secretary of State Huntington Wilson; Charles E. Magoon, Provisional Governor of Cuba; Thomas C. Dawson, retiring Minister to Chile, who is now on his way here to assume the duties of Chief of the Bureau of Latin-American affairs; Stuyvesant Fish, of New York, and Guy Morrison Walker, an attorney of New York.

Fish Declined Last Spring. NEW YORK, Oct. 18 -Stuyvesant Fish, being asked today as to the report from Shanghal as to his becoming Minister to

Shanghal as to his becoming athleter to China, said:

"It is true that the Chinese mission was offered to me, but that happened last Spring while I was in Europe. Needless to say, the offer was at once declined. I did not mention the fact then and should not do so now were it not for the persistence of the baseless rumors of my going there."

CHICAGO, Oct. 18.-A special from Washington to the Record-Herald says Charles E. Megoon, former Provisional Governor of Cuba, last night stated positively that there was nothing in reports that he was likely to succeed to the post of Minister to China, vacated by the resignation of C. R. Crane. He has received no proffers of public office, and has no other plans than to finish out a catello Convention.

Modern methods of Community the progress and development of Idaho were the principal topics discussed. Another relired by the principal topics discussed. Another relired by the principal topics discussed another relired by the provisions of a law passed by the Idaho Convention.

Legislature, was given today at a meeting the progress and development of Idaho were the principal topics discussed another relired by the provisions of a law passed by the Idaho Convention.

This Advertisement

Is Intended for the Man Who Has Never Worn

Chesterfield Clothes

They are the superior clothes in every way. They are perfect fitting, artistically designed, and only the most skilled journeymen tailors are employed in making them.

GUARANTEE—If front of coat curls at edge or breaks, customer can have A NEW SUIT FREE.

Suits and Overcoats priced

\$20 to \$65

A pleasure to show the clothes.

273-275 Morrison St.

year's rest, advised by his physician when city of the League of Southern Idaho he left Havana. | Commercial Clubs. Delegates were

HOFER TALKS IN IDAHO Urges State-Aided Railroads at Po-

present from all the principal towns of present from ail the principal towns of the southern part of the state.

Tonisht Colonel E. Hofer, of Salem, president of the Oregon-Idaho Development Congress, was one of the speakers. Modern methods of community-building and the best plan of promoting the progress and development of Idaho were the principal topics discussed. Another session will be held tomorrow, the convention to close with a smoker and banquet at the Eiks Club tomorrow night.

ARE OREGON'S BEST PRODUCT

And Oregon produces the best apples in the world. Oregon people are just realizing the possibilities of apple culture and awakening to the fact that apple orchards pay from three to five hundred per cent more net profit than any other line in horticulture or agriculture.

The proofs of the truth of this statement are legion and incontestable, The best apple lands in the state can now be purchased at less than a third of their actual value as any man can figure for himself in less than one minute. It is only a question of time when orchard lands will advance with leaps and bounds and then the thought will come to you, "why didn't I buy while the price of land was so low in comparison to its revenue-producing capacity." It will then be too late to pick up good orehard tracts at trifling cost.

The Umpqua Valley

is one of the most-favored spots in Oregon, with abundant production of apples of unequalled color, delicious flavor and unexcelled keeping quality. These results are largely due to a perfect climate, combined with a soil espe-

cially adapted to the production of the best grades of apples, pears and other fruit. We are now selling 10-acre orchard tracts in this famous valley especially, selected by us for this purpose. As insurance against possible business reverses, as a nest-egg for old age or as a provision for your son, when he arives at manhood, what other investment,

without risk, can halfway equal it? Think it over. We plant and care for your orchard for three or more years, as desired. Our terms are a cash payment, then monthly, quarterly or semi-annual installments. Call or write for full information.

W. C. Harding Land Co., Portland, Oregon: Please send full particulars about ten-acre orchard tracts to: Street...... State.....

We plant and handle more commercial orchards with Spitzenberg and Yellow Newtown apples than any other firm in Oregon.

W.C. HARDING LAND CO.

BOARD OF TRADE BUILDING

Corner Fourth and Oak Streets, Portland, and Roseburg, Oregon

