

62 PLANES OFF ON 5400-MILE FLIGHT

Military Aviators Blaze Trail Across Country.

EAST AND WEST COMPETE

Salt Lake and Chicago Are Reached on First Day.

ACCIDENTS FATAL TO 3

Lieutenant Maynard, Baptist Minister, Lands at Chicago After Flying 840 Miles.

MINEOLA, N. Y., Oct. 8.—Forty-seven airplanes, piloted with one exception by American military aviators, started from here today to blaze an aerial trail 5400 miles across the continent and return.

Lieutenant B. W. Maynard, a Baptist minister and winner of the recent round-trip contest between New York and Toronto, had flown 840 miles from Mineola and landed at Chicago, while several other westbound contestants were waiting overnight at Elmhurst, Rochester, Buffalo, Bryan and Cleveland control stations along the way.

Eight accidents in which three persons were killed and one injured, had been reported tonight to the headquarters of the American flying club here, which is co-operating with the armistice service in conducting the contest.

Landing Crash Fatal.

Major D. H. Crissy and his observer, Sergeant Virgil Thomas, received injuries from which they later died when the plane in which they had left San Francisco early this morning crashed in attempting to land at Salt Lake City.

Sergeant W. H. Nevitt died this afternoon of injuries received when a plane in which he and Colonel G. Strand were riding fell to the ground at Deposit, N. Y. Colonel Strand was reported not to be seriously injured.

Five forced landings were reported. Lieutenant Rose Kirkpatrick came down at Vernon, N. Y., when his compass ceased to function. He received permission to return to Mineola and start again tomorrow.

Lieutenant R. L. Maughan landed at Glendale, N. Y., with motor trouble. Lieutenant Willis R. Taylor was compelled to land at Nicholson, Pa.

Foreigners Are Out. The only foreign entrants in the race, Air Commodore E. O. Charlton, air attaché of the British embassy in Washington and Captain De Lavergne, air attaché of the French embassy, were eliminated before they had opportunity to cross the state boundary.

Commodore Charlton, with pilot Lieutenant P. E. Trull as the alternate pilot of his Bristol fighting plane, wrecked his machine in making a forced landing at Ovid, N. Y.

Captain De Lavergne, who was flying as a passenger in a De Havilland machine and Lieutenant D. B. Gish, his pilot, were compelled to withdraw from the race when their plane burst into flames and was forced to land at Canadice, N. Y.

The only accident on the local field occurred about noon when a plane piloted by Captain Maurice Cleary of Everett, Wash., and carrying Benedict Crowell, first assistant secretary of war, as a passenger, crashed to the ground from a height of 100 feet and overturned. They were uninjured.

CHICAGO, Oct. 8.—Lieutenant B. W. Maynard, winner of the transcontinental fliers to reach Chicago, landed at Ashburn field at 5:33 P. M.

Maynard Teeth to Start. Maynard, winner of the Toronto and New York race, was the tenth to leave Mineola at 9:34 o'clock today in a Curtiss-De Havilland four. He was first to arrive at Buffalo, Cleveland and Bryan and the only one to reach Chicago today.

BRYAN, O., Oct. 8.—Major Henry J. S. Miller, with Captain A. E. Simon, flying a De Havilland four, arrived here at 5:24 P. M., the second transcontinental flier to reach this station. They will remain overnight.

Just as officials of the Bryan control station were preparing to close for the night, Captain H. C. Drayton, in a De Havilland four, dove into sight. He landed at 6:27. Following him six minutes later was Second Lieutenant L. S. Webster in a De Havilland four, who landed at 6:32. Both pilots said they saw nothing of a Fokker, which left Cleveland ahead of them.

CLEVELAND, Oct. 8.—Lieutenant E. H. Manselman, driving a De Havilland No. 13, landed at 5:05 P. M. and will remain here tonight, as will machines Nos. 23, 29 and 11.

SALT LAKE, Oct. 8.—Major D. H. Crissy, Mather field, No. 66, was killed here this afternoon at Buena Vista field, near Salt Lake, when he attempted to land. First-class Sergeant Virgil Thomas, observer, died on the way to the hospital.

SAN FRANCISCO, Oct. 8.—Major D. H. Crissy, one of the transcontinental fliers, was killed here this afternoon. (Continued on Page 2, Column 5.)

3 KILLED, 20 INJURED BY KANSAS TORNADO

PROPERTY DAMAGE ESTIMATED AT QUARTER-MILLION.

Path of Destruction Several Blocks Wide Cut Through Business Section of Town.

GREAT BEND, Kan., Oct. 8.—Three persons killed, between 15 and 20 injured, some seriously, and property damage estimated at between \$200,000 and \$300,000 was the toll taken by a tornado which late today struck the little town of Holsington, north of here, and vicinity.

The dead are Mrs. George Craven and her two children. Holsington was cut off from wire communication tonight and the town was without lights.

According to reports received here, a path of destruction three blocks wide, extending from the railroad in the south part of Holsington, to the northeast corner of the town, was left.

The tornado struck the town about 4 o'clock. From the railroad tracks north the main street was littered with debris for three blocks, hardly a business building in that section being undamaged. From the business district the storm moved east into the residence section here, reports said, the three deaths occurred. The wake of the storm led east of Holsington.

TOPEKA, Kan., Oct. 8.—Reports of a tornado between Dundee and Great Bend, Kan., were received here early tonight by the Santa Fe Railway company. Wires in that section were reported down.

The extent of the damage is unknown.

YEGG BEATEN AT CRAPS

Judge Advises Fortune's Favorite to Quit Game.

Elmer Motley had been just having a sociable game of craps under the bridge with a seafarer, according to the story told Pat Moloney, city inspector, when he was arrested, his pockets bulging with pennies, nickels and dimes. He had in his possession 265 pennies and \$5.55 in nickels and dimes.

"It was just a sociable game with a yegg," he explained, "and I was luck." Motley was arrested after he made a hasty exit from a Montavilla car and started running away when he saw Inspector Moloney enter the car.

Judge Rossman released Motley yesterday on condition that he would get a job and keep working. "Don't go out and start shooting craps again," he warned, "and don't get into trouble."

SOCIALIST IS VETERAN

Libeller of Washington Gets Honorable Discharge.

TACOMA, Wash., Oct. 8.—(Special.)—Paul R. Haffer, young socialist who gained national notoriety by being convicted on a charge of libeling the memory of George Washington, has returned from the army with an honorable discharge in his pocket. Colonel Albert E. Joab brought the charge against Haffer after the latter had written a letter to the newspapers stating that Washington should not be sanctified as he has been by an ordinary man, often drinking to excess and given to the use of profane language. Haffer later became a conscientious objector.

Haffer told members of his socialist local that he is a revolutionist still despite his army training.

TIMOTHY REGAN IS DEAD

Boise Pioneer Falls After Son Is Killed in Action.

BOISE, Idaho, Oct. 8.—(Special.)—Timothy Regan, one of Boise's most prominent capitalists and business men and a pioneer of the state, died at his home here near midnight Tuesday. He was 78 years of age and had not gone out and about since the news came from France of the death of his son, Lieutenant John Regan, who was killed in action.

Mr. Regan was one of the early miners in Silver City, where he made a fortune. He was born in Rochester, N. Y., in 1844.

APPLE GROWERS REJOICE

Settlement of English Strike Means Much to Hood River.

HOOD RIVER, Or., Oct. 8.—(Special.)—In no rural section of the United States was the news of adjustment of the English strike situation so welcome as in Hood River valley, whose apple growers ship much of their fruit to British markets.

While the railway strike was on shippers here feared they would be able to make only small shipments to the British markets. Shippers already report a better demand for export apples.

"MUTINY" IS GERMAN YARN

Story of Trouble at Coblenz Decried Without Foundation.

COBLENZ, Oct. 8.—(By the Associated Press.)—German newspapers have given publicity to a false story that American soldiers at Coblenz had mutinied on account of a reduction of pay.

At American military headquarters here it is stated that the story, which also was sent out by the German wireless news, was absolutely without foundation.

STANDIFER STRIKE ENDS BY ACCLAIM

Wild Cheers Are Vote to Resume Work Today.

FRIENDLY TALKS PREVAIL

Union Accepts Compromise on Shipyard Grounds.

GOOD FEELING IS MARKED

Metal Trades Council Agrees to Have Increase Credited to Men's Pay Awaiting Settlement.

After more than 3000 employees of the G. M. Standifer Construction corporation at Vancouver had expressed, by wild cheering and applause, their desire to return to work, the strike in the wood and steel shipbuilding yards of that company was called off yesterday afternoon by the executive board of the metal trades council, which attended the mass meeting in a body. All men will return to work at 8 o'clock this morning.

It had originally been planned that the question of continuing the strike or returning to work should be settled by a popular vote of those present at the meeting, but this plan was objected to by local unions constituting the membership of the metal trades council, on the ground that many non-union employees were present at the meeting, which was open to all former employees of the company, and that the strike should be settled only by the union.

Accordingly when Charles F. Kendrick, secretary of the metal trades council, addressed the meeting and placed before the strikers the conciliatory proposal of the company, he did not call for a vote, but the popular acclaim which his announcement received was more eloquent of the men's desire to return to work than any vote could have been.

Strikers Throng Yard. The meeting was set for 2 o'clock yesterday afternoon. As that hour approached the steel shipyard became thronged with striking workmen until at the appointed hour the yard was a dense sea of humanity.

Promptly at 2 o'clock the entire executive board of the metal trades council, Secretary Kendrick, several representatives of Vancouver local unions, Joseph Reed, an international officer of the boilermakers' union, and R. V. Jones, vice-president and general manager of the G. M. Standifer Construction corporation, filed into the field and mounted by ladders to an improvised stage on the roof of the machine shop, 12 feet above the heads of their audience.

Mr. Kendrick took the platform (Continued on Page 2, Column 1.)

WATER NYMPHS VOICE YOUR PROTEST

CASE OF ABBANDONED BATHING SUIT IS CALLED.

Sober, If Not Somber, Suit for Swimming Is Decried by Athletic Club Directors.

Go, page Aphrodite. Summon also the justly renowned sirens of the coral isles. And, while you are about it, baitiff, bid Neptune's various and lovely daughters stand before the court for judgment. The case of the people versus the abbreviated feminine bathing suit is called. As for the lassies of the languorous southern seas, subpoena them all to the last lissame maid.

For the board of directors of the Multnomah Amateur Athletic club, in session assembled, has taken grave cognizance of the feminine tendency to make the most of the opportunities afforded by a dip in the club's swimming pools—and to stifle beholders with curves that nature designed in lavish mood. Acting upon complaints submitted by sundry members, who hold that modesty forbids the bathing suit of rainbow hue and scanty area, the directors have prescribed an official garment for every nymph who takes the plunge under the auspices of the club.

The new bathing suit for feminine attire is eminently practical, it is said, of full knee length, and of sober, not to say somber, hue. It is suitable for swimming, but is obviously not designed to magnify the eye. A parade of similar attire, moving down Broadway in June, would pass without comment—drably inconspicuous against the bright glory of the day. And henceforth, such is the fiat, the maids of Multnomah club wear no more other if they are to disport in the swimming tanks of the popular athletic institute.

"You see, it's this way," explained a prominent official of the club, requesting that his name be withheld from the interview, "some of the girls incline toward bathing suits that are well, rather economical of goods. Silken bathing suits, bright colors, and all that sort of thing. Personally I see nothing wrong with such garments. Please don't misconstrue—I mean to say that the lighter the garment the more ideal it is for swimming. It affords freedom of movement and adds greatly to the enjoyment of the swim.

"But reforms will come. We've had this particular reform several times within my memory. Down come some of the girls, in bathing suits like those under discussion, and at once are targeted by the eyes of others. 'Would you look at that!' exclaim the dissenters. And they make complaints to the board. Occasionally the objection is voiced by some man who feels that the statutes of modesty have been violated.

"The public mustn't get the wrong conception of this matter. Nothing remotely approaching immodesty has ever been permitted in our swimming department. Even before the new bathing suit was decreed the swimming hour didn't resemble a stunner parade of feminine charms. Far from it. But the directors, in response to certain complaints, have deemed it best to recommend a standard bathing suit for women members. And that's all there is to it!"

PRESIDENT ALLOWED TO SIT UP A WHILE

DOCTOR CAN'T FIND ANYONE MR. WILSON WOULD SEE.

Business of Only Most Vital Importance Will Be Brought Before President for Some Time.

WASHINGTON, Oct. 8.—Slow but continued progress over a period of five days had brought such an improvement in President Wilson's condition that his physicians announced today he was stronger than at any time since he was taken ill two weeks ago tonight.

Encouraged by the patient's progress, Rear-Admiral Grayson, the president's personal physician, let him sit up in bed part of the day, but insisted on keeping his attention as far as possible away from official business. Unless something urgently requiring the president's attention, it is the plan to continue his confinement to his room for the present and to insist that he take the opportunity for a real rest.

Messages of sympathy reached the White House today from the heads of four nations—President Poincare of France, King George of England, King Albert of Belgium and the president of Colombia. Messages also came from the government of Armenia and Earl Curzon of England.

The bulletin issued by Dr. Grayson at 10:20 o'clock tonight said: "The president has passed a good day, but there is no decided change in his condition."

The president has asked to see several persons, but neither Dr. Grayson nor Secretary Tumulty has been able to locate any of them. The president told them he showed a remarkable inability to find anyone he wanted to see, adding that so far as he was concerned, "the campaign of silence" was at an end.

Messages from foreign capitals continued to reach the White House today. Among them was one from King George of England to Viscount Grey, the British ambassador. It said: "I am distressed to hear of the illness of the president, but trust you can give me reassuring reports of his condition."

King Albert of Belgium telegraphed from Chicago: "Very glad to hear you are getting better from day to day. I send you heartfelt wishes for complete recovery."

From the government of Armenia came this message: "We have been very sad in learning of your illness and are thoroughly glad now to hear of your improvement. We, together with the Armenian nation, express our most sincere wishes for the speedy recovery of your health so precious to your glorious fatherland, humanity and Armenia."

The president of Colombia and the minister of foreign relations cabled: "We present to your excellency the expression of our sympathy and the wishes we make for your excellency's precious health."

Earl Curzon of Kedleston cabled Viscount Grey: "The whole nation is watching with intense anxiety and concern the illness of the president. Please convey to the White House an expression of our earnest hope for a speedy and complete recovery."

The cablegram from President Poincare said: "I want to renew to you, Mr. President, my warmest wishes for your recovery. (Continued on Page 2, Column 2.)

ROAD CONTRACTS EXCEED MILLION

Bids Accepted for 123.91 Miles of Highway.

BRIDGE TOTAL \$79,526

Maintenance by Counties Is Favored by Commission.

WARREN OFFER HEARD

Engineer Directed to Establish Plant to Manufacture Cement Pipe for State Use.

Contracted for 123.91 miles of road work, at \$1,375,320.33. Contracted for bridges aggregating \$79,526.

Will advertise for 50.31 miles in Klamath county. Will enforce maintenance by counties. Direct engineer to establish cement pipe-making plant. Mount Hood loop link dependent on Multnomah county. Informed of full title basic patent expires May 20, 1920. Receives proposition from Warren Bros.

The basic patent on bitulthite will expire May 20, 1920. This statement was made by A. J. Hill to the state highway commission yesterday, in representing Warren Brothers and a proposal which that company has made to the commission.

Under a law passed by the 1919 session of the legislature, the highway commission has been calling for bids on bitulthite with the understanding that contractors shall exclude royalty. When bitulthite awards have been made, the commission has set aside 10 cents a square yard to pay royalty in the event that the attorney-general, in testing the patents, should not be upheld by the courts. Mr. Hill told the commission that in every contract where bitulthite was accepted, and with the 10 cents set aside as a safeguard, the lowest bid of any other type of pavement. This statement will be checked by Secretary Klein of the commission. Mr. Hill also declared that Oregon had been receiving its bitulthite cheaper than any other western state.

Inspection Offer Made. Warren Bros., in an extensive communication to the commission, propose inspection of all bitulthite jobs by its own experts, together with laboratory tests and re-checks, at a sliding scale for inspection. For 1,000,000 square yards or more, the price is 10 cents a square yard for this service. The highest rate asked is 25 cents a square yard for 100,000 square yards or less, the service charge being decreased as the area increases, until a dime is asked for a million or more square yards.

In the proposal the Warrens say that bitulthite is their pavement and they are naturally interested in seeing it properly laid, even when they are not the direct contractors, as in the case of this state work. This proposal, submitted June 30, was not accepted by the commission. On October 3 the Warrens wrote again to the commission renewing the offer and citing decisions of the courts relative to phases of their patents. In addition, they submitted an opinion from the attorney-general in which he does not intimate that the commission would have an easy matter to knock out the alleged patent.

The commission, therefore, has this problem of finance to solve: Whether it is cheaper to accept the inspection service of the Warrens or to go to law. It is possible that the costs of litigating the matter and the possible adverse decision might be more expensive than to accept the compromise offered by the Warrens; and then, on the other hand, the commission might beat the patent. The commission is in no hurry to decide.

Thompson Ends Work. Yesterday was the last session at which W. L. Thompson will sit as a member of the commission. Mr. Thompson resigns October 15 and will be succeeded by J. N. Burgess, who was in attendance at yesterday's session. Mr. Thompson, in moving to Portland to be vice-president of the First National bank, lost his residence in Pendleton, and Mr. Burgess, who is from Umatilla county, will be the eastern Oregon representative on the commission. Mr. Thompson has been requested by his colleagues to "sit in" with the commission for the next few meetings in an advisory capacity.

In order to receive better satisfaction and results from concrete pipes, the commission directed State Highway Engineer Niman to establish a plant to manufacture these pipes. Now that hundreds of miles of state roads have been graded, macadamized or paved, the commission directed the engineer to enforce the maintenance agreement which counties have signed. For the next five years Hood River county must pay \$5000 a year toward the maintenance of the Columbia river highway through that county.

Chairman Benson announced that (Continued on Page 3, Column 2.)

ALBERT, IN CIVILIAN DRESS, JOKES FARMER

"KING IS LAZY FELOW, NEVER RISES BEFORE 10," HE SAYS.

Early Morning Stop Made in Iowa. Royal Visitor Cheered by Wilson's Improvement.

ON KING ALBERT'S TRAIN, Oct. 8.—King Albert is an early riser and thus far is enjoying his journey across the continent. He was up and dressed, ready to stretch his legs, at the first stop the royal special has made. It was at Mania, Iowa, this morning.

The majesty, dressed in blue civilian clothes which are becoming familiar to members of his party, left his private car and strolled along the platform at the station, where a small crowd had gathered. One man in the traditional habiliments of a farmer, stepped up to the tall figure who was enjoying a cigar and a walk before breakfast.

"Can you tell me," he asked, "whether the king is going to appear on the platform?" "No," his majesty responded. "The king is a very lazy fellow and never rises before 10 o'clock."

At Fremont, Neb., the train was stopped so the Duke of Brabant, their apparent, could go up into the engine cab as his father did yesterday. Although he made no attempt to run the train, he thoroughly enjoyed the experience and was reluctant to leave. Engineer Branson told him all about the machinery.

The decision to stop an hour tomorrow at Salt Lake City was reached this morning. The train will go from Ogden there and then back to Ogden to resume the western journey.

King Albert has been greatly cheered by the improvement in President Wilson's condition and read eagerly an Associated Press bulletin from Dr. Grayson which was supplied to him this morning at Omaha.

CHILEAN STUDENTS LEAVE

South Americans Praise Hood River Hospitality.

HOOD RIVER, Or., Oct. 8.—(Special.)—After a month's stay in the Hood River orchards, where they engaged in all of the tasks of harvest time from picking to packing, Horacio Parada and George Silva, young Chilean orchardists, left today. Mr. Parada, who attended the University of California the past two years, left for New York City. Mr. Silva will enter the Washington Agricultural college at Pullman where he expects to remain for two years, specializing in horticulture.

"I will never forget my few weeks' stay in Hood River," says Mr. Parada. "I only hope that some of you Americans can come down and see our orchards some day. We'll try and make them worth looking at."

3 FLIERS FALL TO DEATH

Navy Seaplane Side-Slips and Plunges Into Bay.

PENSACOLA, Fla., Oct. 8.—Three naval aviators, Machinist Charles E. Seibold of Pensacola, Boatwain Roy Seckman of Westport, Park, Rochester, N. Y., and Paul Reichel of Hammononton, Cal., were killed today in the fall of a seaplane into the bay. The plane side-slipped and fell 500 feet.

UKRAINE GETS \$15,000,000

Credit Extended by U. S. for Purchase of American Goods.

LONDON, Oct. 8.—The United States has opened a credit of \$15,000,000 to Ukraine, according to the Ukrainian press bureau here. The funds will be used for the purchase of American goods.

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