FLYING PARSON

Flight Held Greatest Endurance Test in History.

MINEOLA CHEERS ARRIVAL

Aviator's Wife and Children First to Greet Him on Landing. Greater Feat Proposed.

The official congratulations of the army were given to the victorious aviator by Colonel Archie Miller, commander of the Long Island flying fields, who waited sympathetically til the lieutenant could greet his

The most joyous member of the party, at least as far as demonstration went, was Trixie, the Belgian police dog, who accompanied the flying parson as his mascot. Trixie's the roughest country over which we had to fly during the entire round the rough at finding the solid earth under her once more knew no bounds and she dashed around and around the plane joyously barking.

Lieutenant and Mrs. Maynard posed good naturedly for a score of photographers and then the little family was escorted through a wildly cheering line of spectators to a tent where luncheon had been provided for them.

All Hardship.

He leads, others follow.

"From Rock Island to Chicago was the round to fly during the entire round the roughest country over which we had to fly during the entire round trip. From Chicago we flew over lake Michigan on our way to Bryan.

Lieutenant G. A. Johnson, No. 106. Came down this afternoon about 10 miles from Mather field, Sacramento, with some damage to his plane, Neither he nor his observer was hurt.

Lieutenant Fred Nelson stalled at Truckce, Cal., Thursday night, failed to make a start from there today.

"Speaking of motors, I think the Liberty motor is unsurpassed. When I landed at Wahoo, Neb., it was the first time that I had been forced down in more than a hundred hours of flying with that motor.

All Hardship.

Trip Not All Hardship.

"From the standpoint of pleasure," said Lieutenant Maynar' in an interview after landing, describing his round trip, "we had quite a bit out of it, flying over a number of states and in ten days at a cost of \$10,000.

the people constructed a flying field in ten days at a cost of \$10,000.

Possibilities Are Shown.

"What the filight has brought out to continent. The first day was not so bad. We were thred out at night, very tired, when we reached Chicago on the way to San Francisco. The Aero club had sleeping quarters for us on the field. They offered to take us in town, but it would have taken us a couple of hours to get back it the morning, so we decided to stay on the field. We didn't get much sleep. We had straw pillows and straw matricesses and it was not very comfortable.

"Next morning we started out and encountered the roughest weather of the trip. We finally got to Omaha and the weather got better. The wind was against us, but we finally made the trip in the constant things in connection with the race."

Speaking of accidents he said: "In any kind of machine there is always dianger that the pilot may wreck it. As long as he keeps his head there is following are the names of the 28 only one thing that can cause an accident; has just as safe as the livoklyn bridge. Personal element has something to do with the flight has brought out to concerning the aerial defense of the country shows that it would be possible for a squadron of fighting machines to cross from coast to coast in three days. If I did not have to stop at each control station I think I could have made the trip in two and a half days, flying from daylight to dark. It would be very easy to shift a fleet of battle planes from coast to coast within three days. This is one of the campus of the University of Orejon the campus of the University of Orejon are taking work by correspondence, and nine others were enrolled in the lips ession of the summer school, making a total of 44 students doing danger that the pilot may wreck it. As long as he keeps his head there is always dianger that the pilot may wreck it. So only one thing that can cause an accident, that is motor trouble. The air-plane is built just as safe as the livoklyn bridge. Personal element has somet

Cold Weather Encountered. "It was freezing cold at Cheyenne. We were ready to start before sunup next morning. Four minutes before sunfore the sun appeared we started our
motor. We were pouring water into
the radiator and some of it fell into
the overflow pipes and froze.
"The temperature was about 20 degrees. We had to thaw the pipes."

The temperature was about 20 degrees. We had to thaw the pipes.

"When we got near Reno we had trouble in finding the field. Smoke hung over the city and made it difficult to see. Going out of Renc. we had to climb straight up.

"Going from Reno to Sacramento was the most beautiful and most dangerous part of the trip. The mountains were covered with trees and snow. There was hardly room enough to drive an ox cart through. We

with disabled planes which were forced to quit the race or crashed to destruction from the air. Many filers were injured. last Sunday and had all kinds of in-vitations I could not accept and was rather disappointed to have to go Sixty-two contestants started the big race—the most adventurous peaceaway.
"I was invited to lunch by the King

Poor tired feetwalked all day,

danced all night. ANALGÉSIQUE

for quick and sure relief. Soothing and refreshing Thos. Lesming & Co., N. Y.

of Belgium. He was late and I did Mineola to San Francisco consumed not have time to wait. I invited him little over 25 hours and the flying to ride and he informed me that his time of Spatz and Kiel came within stay was so short he would not have

time.

"We had three days in San Francisco and got away about 1:20 in the afternoon on Tuesday. We found Battle Mountain. Nev., about the most enthusiastic town in the west.

"Battle Mountain is the home town of Captain Lowell H, Smith. The whole place turned out at the schoolhouse that night and they gave a dinner and dance in our honor. I did not dance. They presented us with a goiden nugget and three arrowheads. We took Trixie, the dog. along for company."

Sergeant Kieln interrupted the lieu-

Sergeant Klein interrupted the lieu-tenant here to remark that during the flight "Trixie kept me company and helped to keep me warm." He said the dog was unusually cold in the mornings, but kept her nose out into

Brooklyn bridge. Personal element has something to do with the flying of a plane. In time it will be as easy to be a pilot as it is to be chauffeur.

ful air competition the world has

lal journey.

On the return journey, the "flying parson"—Maynard—got away from San Francisco a day or better in advance of Kiel, Smith and Spatz at Mineola. He winged it fast and furiously, allowing himself no more than the required 30-minute stops at control stations. The snapping of a crankshaft within 40 miles of Omaha, day before yesterday, held him the wind most of the time and seemed to enjoy the trip. Severe Snowstorms Encountered.
"We left Battle Mountain about sunrise next morning. We had again, and headed "home."

"We left Battle Mountain about sunrise next morning. We had sunry seems of the sunrise next morning. We had skipped Green River going west and stopped there on our way back. We got there right behind a snowatorm. From Green River to Rawlins the weather was threatening and from stopping point.

A modified type of De Havlland plane, somewhat similar to that he used on the cross-country race, is being fitted up for him here.

The first persons to greet Lieuten and the first persons to greet Lieuten and the frantic cheering of the hindreds of spectators who were marghabled at a safe distance by special details of the soldiers.

The first words uttered by Lieutenant Maynard when he put his foot on mother earth again were a generous tribute to Sergeant W. E. Klein, his companion on the flight.

Between Lieutenant Maynard and

"We left Battle Mountain about sunrise going west and stopped going west and stopped going west and stopped from Rawling and from Rawling and from Rawling the first words uttered by Lieutenant Wales was killed.

"We made record time from Rawling the field covered with snow. I don't believe I could have found it if I had not been there before, We left the next morning.

Motor Stopp 2500 Feet Up.

"We left Battle Mountain about and yesterday climbed into the air galin, and headed "home."

In the first a bours of his flying time Maynard and from Rawling and from Rawling and from his stopping point.

A modified type of De Havlland plane, somewhat similar to that he was threatening and from Rawling a

bis companion on the Hight.

Between Lieutenant Maynard and his wife, it was not a question of words. Mrs. Maynard was at the side of the airplane almost before it had come to rest and her husband leaned from his seat and embraced her slight. When we were flying from St. Paul to Omaha the motor quit friumphant father.

Lieutenant Maynard's second public announcement following his tribute to his companion in the great race, was a signal proof that neither his courage nor nerve had been affected by the gruelling test to which they ad heen subjected.

Army Congratulations Given.

The official congratulations of the my were given to the victorious later by Colonel Archie Miller, comnider of the Lone.

We found rough weather after my were given to the victorious later by Colonel Archie Miller, comnider of the Lone.

ington for permission to use the mofor and proceeded to take it out without waiting for the answer.

"We found rough weather after
passing Des Moines. At Rock Island
we met Billy Sunday, Mrs. Sunday
and Herman Rodeheaver.

Country Is Rough.

"We had pictures taken together
and Billy autographed one of them,
"He leads, others follow."

"From Rock Island to Chicago was
the roughest country over which we

ent appearance of the plane.

Lieutenant G. H. Gale, No. 46, arrived at 3:04:05 P. M., Lieutenant R. L.
Maughan, No. 105, driving the only
French Spad in the race, at 3:16 P. M.,
and Captain Felix Steinle, No. 19,
and Captain Felix St

OREGON UNIVERSITY HAS GAIN IN NUMBER OF POST-GRADS.

of University of Oregon; George Bendshadler, Eugene, Oregon graduate; Clara M. Berryman, Los Angeles, from University of Wisconsin; Dorothy Gil-Personal element son, Glendale, Cal., from University of Southern California; Leone Graham, Forest Grove, from Pacific university; Lois Gray, Eugene, from University of Oregon; Ruth E. Green, Cresswell, from University of Oregon; Lila M. the overflow pipes and froze.

"The temperature was about 20 degrees. We had to thaw the pipes out and in so doing we thought we had blown the radiator to pieces. We had it repaired, got it back and were ready to leave by 12:30 cilcok.

"We got to Salduro that night at sunset. The people there gave us a great reception. We got away shortly after sunrise next morning and made San Francisco at 1:12. The enthusiasm was manifisted by the great number of people that turned out, the congratulations that were freely extended to us, and the numerous invitations to receptions that we received.

Rockies Not at All Bad.

"The control stop commanders were unprepared for our coming. Before starting the trip we thought the Rockies would be the worst part for us. As a matter of fact they were not at all bad. Over the Rockies for feet the worst part for us. As a matter of fact they were not at all bad. Over the Rockies in any valley. "When we got near Reno we had trouble in finding the field. Smoke hung over the city and made it difference in the commercial plans does not need to get quarters in time at the Wake Forest, N. C., where I have two years to put in before being graduated. I expect to us above them, we found we could glide to a safe landing place in any valley. "When we got near Reno we had trouble in finding the field. Smoke hung over the city and made it difference in the commercial plans demonstrated the commercial possible that this flight that this flight that deoministic of a safe landing place in any valley. "I picked Sergeant Kiein as my doregon; Ruth Montgomery and selection that this flight that commercial possible that this flight that the observed motors so arranged that repaired the commercial possible that this flight that lead of aircraft. I believe the time will come when we can have planed to a safe landing the control that neveral motors so arranged that repairs can be made in light to we will come whith several motors so arranged that repairs can be made in light. "The present plane des not need to

"Going from Reno to Sacramento was the most beautiful and most dangerous part of the trip. The mountains were covered with trees and snow. There was hardly room enough to drive an ox cart through. We crossed the mountains at an altitude of about 13,000 feet.

"We had trouble in finding San Francisco because of the heavy fog which hung over the city and were half way across the bay before we could see the shore. We lost about ten minutes trying to find the city, the minutes trying to find the city, had a wonderful reception when had a wonderful reception when the leutenant B. W. Maynard crossed the finish line. Seven had died actually in the contest and three in the contest and three in drew Fish, history; Dorothy Glison Latin; Alex P. Bowen, psychology.

COLLISION MAY BE FATAL

Dallas Occupant of Auto, Hit by

Train, in San Francisco Hospital. DALLAS, Or., Oct. 18 .- (Special.)-E. M. Bosler, a Southern Pacific engineer of this city, who was seriously

known. Forty-seven took the air from Mineola and 15 from San Francisco on Wednesday, October 8, for the 5200-mile round trip, high-speed, aerinjured in a wreck at Hillsboro sav-eral months ago, is gradually sink-ing at a company hospital in San Francisco, according to word received Many Incidents Mark Flight.

The great race was marked by many incidents of interest. With virtual simultaneous starts from Mincola and San Francisco, west-bound and east-bound fliers strove to win the honor of crossing the continent first. News of Lieutenant Maynard's arrival Saturday, October 11, at the Pacific terminal was followed in two hours by word that Major Carl Spatz and Lieutenant E. C. Kiel had reached the Atlantic terminal within half a minute of each other. Captain Lowel! H. Smith followed them with claim to first place in actual flying time from Waynard's actual flying time from Waynard's actual flying time from "RIGHT IS MIGHT"

Service Come

Not only does this internationally famous expression apply to world affairs but it is also convincingly evident in the world of

There are certain trade marked articles which the mere mention of their name typifies the very finest and most sought for merchandise in their respective class.

Pre-eminent among the trade names which have secured the pub-

lic confidence and respect is one that signifies and represents the world of recorded music.

Its name has predominated the talking machine market since its first inception over eight years ago.

The policy of Right is Might, and a belief that there were peo-ple in the world who would appreciate Quality merchandise is what prompted the introduction of the marvelous



The finest material obtainable, in the hands of the most skilled workmen, supervised by the highest authorities in the world on acoustic properties is in a condensed form the policy and organization back of this internationally famous talking machine, which was awarded at the Panama Pacific Exposition at San Francisco in 1915—THE HIGH-EST AND THE ONLY SCORE FOR TONE QUALITY.

Embodied in all Sonora instruments are the three essential requisites of a truly artistic musical instrument, TONE QUALITY, APPEARANCE and MECHANICAL PERFECTION.

SONORA TONE QUALITY is immediately and convincingly evident and is recognized and conceded to be the most perfect in the world, by the highest musical authorities and by all who hear and test it.

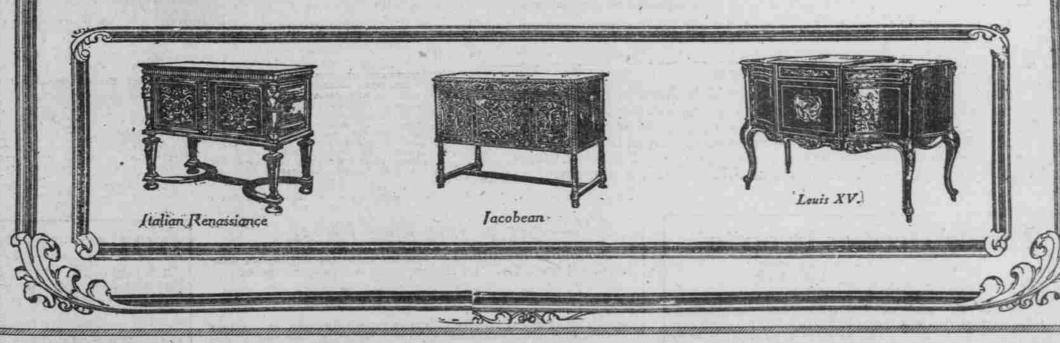
SONORA BEAUTY is found in its cabinet which is strikingly appealing because of its exclusiveness, its soft buldges and delicate curves combined with its masterful luster and finish.

SONORA MECHANICAL PERFECTION lies in its remarkable Swiss motors, some of which are capable of playing fifteen records with one winding. Sonora motors are admired and envied by all manufacturers of Spring Motors. No other talking machine will indicate at all times the number of records the motor will still play without rewinding. Sonora motors will—and more—they are absolutely noiseless.

Every Sonora

phonograph is giving its owners so much pleasure and real satisfaction that it is impossible for you or any one to find a Second-hand Sonora offered for sale, although there are nearly 2000 Sonora instruments in use in this immediate vicinity.

> The Sonora Is "The Inevitable Choice of Those Who Demand the Finest Phonograph That Money Can Buy"



SONORA

Instruments may be had in the follow-

	ing upright models:
Sonora	Portable
Sonora	Trovatore
	Nocturne
Sonora	Minuet
	Baby Grand\$20
	Elite
Sonora	Grand\$43
Sonora	Supreme\$100
	The second secon

SONORA

Represented exclusively in this territory by the

BUSH & LANE PIANO CO. Bush & Lane Bldg., Broadway at Alder

SONORA

15.00	ing period models:
ra:	"Colonial"
ra.	"Louis 16"
rn.	"William and Mary" \$527
	"Sheraton"
	"Duncan Phyfe" \$650
	"Adam"
-	"Chippendale"
	"Jacobean"
	"Gothic" \$950
	"Louis 15"\$1000
-	Wresties Dessissant 2100/

CIDER IS DECLARED HARD

23 VENDORS OF SUPPOSED SOFT DRINKS ARRESTED.

Action Follows Investigation by Police of Beverage Sold at 29 Resorts in Portland.

The campaign against soft drink stablishments continues. The war emergency squad, under the leader-

It was the sale of cider alleged to contain more than half of one per cent alcohol that caused yesterday's arrests. The action followed an investigation of the cider sold by 29 soft drink establishments by Patrolmen Russell and Huntington. In 25 of those places the cider upon analysis was declared to have reached the "hard" state.

sis was declared to have reached the "hard" state.

Warrants sworn to by Officers Russell and Huntington were served on the following: Joe Mezzern, 240 Burnside street; B. P. March, 50 North Third street; Tona Gasola, 243 Ash street; T. Papptokas, 15 North Third street; Mat Wick, 74 North Third street; W. Ivanoff, 81 North Third street; Clons Lindquist, 108 North Third street; Anton Evanoff, 115 North Thi sun street; Oscar Koski, 44 % North Steel company, received an injured

Third street; Clara Clemens, 120 North nose and a badly gashed face yester-Broadway; L. Browniee, 227 First day morning when the hammer of an automatic riveter, which he was operatreet; John Schafer, 225 First street; A. Boileau, 170 Second street; Steve Makedo, 254 Glisan street; Joe Capric, Makedo, 254 Glisan street; L. Olinerio, 255 Second street; L. Olinerio, 255 Ambulance Service company. Second street; Peter Alexis, 255 Sec ond street; Klovis Alexis, 201 Mad-

ROAD FIGHT IS EXPECTED

Two Measures to Be on Ballot Clackamas Election.

OREGON CITY, Or., Oct. 18 .- (Spe ship of Lieutenant Thatcher, yester-day arrested 23 resort proprietors on charges of selling intoxicating liquor. Two other arrests were expected last night, as warrants had been sworn to by Officers Russell and Huntingcial.)-Under section No. 201 of the paragraph 15 makes it plain that the It was the sale of cider alleged to 5-mill road tax advocated by C. E.

Liniment Keep it handy

Dallas Bridegroom in France. DALAS, Or., Oct. 18.—(Special.)— William Bodyston of this city, who left Dallas several weeks ago for

RHEUMATIC PAINS RAISING ARUMPUS?

Sloan's Liniment, Kept Handy, Takes the Fight Out of Them.

SLOSHING around in the wet and then — the dreaded rheumatic twinge! But not for long when Sloan's Liniment is kept handy.

Pains, strains, sprains—how soon
this old family friend penetrates without rubbing and helps drive 'em away!

And how cleanly, too—no muss, no bother, no stained skin or clogged pores. Muscles limber up, lumbago, sciatica, neuralgia are promptly re lieved. Keep a bottle handy all the time. Get one today if you've run out of Sloan's Liniment. All druggists—25c, 70c, \$1.40.

france, where he married a French Contrea met and won a girl, writes his parents in this city french girl whom he promis automatic riveter, which he was operating, blew off, striking him in the face. He was taken to the St. Vincent's hospital for treatment by the Ambulance Service company.

France, where he married a French Contrea met and won a girl, writes his parents in this city french girl whom he promis turn for and bring to America November 1. Mr. arrive in America November 1. Mr. Boydston was a member of the Third Oregon band and while stationed at couple will make their home in this

BEGIN HOT WATER Imported Medicinal DRINKING IF YOU don't feel'right Cla-Wood Brand

Pure Coloriess Odorless Taste-less. Preferred by many to the domestic product. Used as a treat-ment and cure for many forms of CONSTIPATION

Creates no habit. Produces no bad after effects. Harmless, yet ef-fective. Acceptable to all ages. ONE SIZE ONLY-

RUSSIAN OIL

TAKE NO OTHER.

At Your Druggist's For \$5.00 six pints will be sent, all charges paid, to any express or postoffice in the United States.

CLARKE, WOODWARD DRUG-CO. ALDER AT WEST PARK, Portland, Gregon.

Says glass of hot water with phosphate before breakfast washes out poisons.

If you wake up with a bad taste, bad breath and tongue is coated; if your head is aching; if what you eat sours and forms acid in stomach, or ou are blious, constipated, nervous you are bilious, constipated, nervous, sallow and can't get feeling just right, begin inside bathing. Drink before breakfast a glass of hot water with a teaspoonful of limestone phosphate in it. This will flush the poisons and toxins from stomach, liver, kidneys and bowels and cleanse, sweeten and purify the entire alimentary tract. Do your inside bathing immediately upon arising in the morning to wash out

your inside bathing immediately upon arising in the morning to wash out of the system all the previous day's polsonous waste, gases and sour bile before eating more food.

To feel like young folks feel; like you felt before your blood and muscles became loaded with body impurities, get from your pharmacist a quarter pound of limestone phosphate, which is inexpensive and almost tasteless.

Men and women who are usually ORECO gives immediate relief. Money refunded if not satisfactory. Your druggist has it or can get it for you.

Oregon Remedy Co.,

The second relief of the satisfactory of the satisfacto Pertiand, Or. Adv.