

FLYING PARSON IS AIR RACE VICTOR

Flight Held Greatest Endurance Test in History.

MINEOLA CHEERS ARRIVAL

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

(Continued From First Page.)

few weeks he would attempt a one-stop flight from Mineola to San Diego, Calif., with Dallas, Texas, as the only stopping point. A modified type of De Havilland plane, somewhat similar to that he used on the cross-country race, is being fitted up for him here.

The first person to greet Lieutenant Maynard as he stepped from his machine were his wife and two little girls, who rushed across the field and the fiancée of the hundreds of spectators who were marshaled 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 his wife, it was 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 silently. His two little girls were lifted up one after the other to kiss their triumphant father.

Lieutenant Maynard's second public announcement following his tribute to his companion was a statement which was a signal proof that neither his courage nor nerve had been affected by the grueling tests to which they had been subjected.

Army Congratulations Given. The official congratulations of the army were given to the victorious aviator by Colonel William Miller, commander of the Long Island flying fields, who waited sympathetically until the lieutenant could greet his family.

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 delight at finding the world 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 party was escorted through a wildly cheering line of spectators to a tent where luncheon had been provided for them.

of Belgium. He was late and I did not have time to wait. I invited him to ride and he informed me that his stay was so short he would not have time.

"We had three days in San Francisco and got away about 1:30 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 school-house that night and they gave a dinner and dance in our honor. I did not go to dance but was present with a golden nugget and three arrowheads. We took Trixie, the dog, along for company."

Sergeant Klein interrupted the lieutenant 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 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 planned on Green River getting west and stopped there on our way back. We got there right behind a snowstorm from Green River to Rawlins. The weather was threatening and from Rawlins to Cheyenne we encountered several snowstorms. We were lucky to get by. We went through no storms, but managed to go around all of them. At one time we saw two snowstorms ahead with a streak of light between them. Once a big snow peak loomed right ahead of us. We pulled up the machine and cleared the top of the mountain by about 150 feet. It was near the spot where Lieutenant Wales was killed.

"We made record time from Rawlins to Cheyenne and landed at Sidney that night, finding 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 while it was raining, but we flew out of the storm."

Motor Stops 2500 Feet Up. "At North Platte we met 10 or 11 westbound fliers held there by the storm. When we were flying from St. Paul to Omaha the motor quit without warning 2500 feet in the air, but we landed without difficulty."

"The first thing we did was to jump out and laugh. We thought we were through that we were out of the flight. The control commander informed us that the machine of Captain Francis had come down disabled about ten miles from where we were at Wahoo. We telegraphed to Washington for permission to use the motor and proceeded to take it out without waiting for the answer."

"We found rough weather after leaving At Home camp. There we met Billy Sunday, Mrs. Sunday and Herman Roddeheaver."

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 stretch over which we had to fly during the entire round trip. From Chicago we flew over the Michigan on our way to Bryan, O., to save time.

"Last night in Cleveland we got the first good night's sleep we had since starting the return trip. "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. That was a record."

"I believe that landing fields should be established all over the country. Battle Mountain, a town of 500, has the people constructing a flying field in ten days at a cost of \$10,000."

Mineola to San Francisco consumed little over 25 hours and the flying time of Spatz and Kiel came within the 27-hour limit, they said. Army Air service authorities computed Smith's actual flying time, they said, at 30 minutes better than Maynard's.

At North Platte, Neb., Lieutenant Maynard and Captain Smith met landing within five minutes of each other, the first fliers to greet each other from east and west. Both had been flying at a rate of close to two miles a minute. Maynard led his field by a generous margin, but Smith was hotly pursued by Major Spatz and Lieutenant Kiel.

Race Fast and Furious. On the return journey, the "flying parson"—Maynard—got away from San Francisco a day or better in advance of Kiel, Smith and Spatz to Mineola. He winged it fast and furiously, allowing himself no more than the required 30-minute stops at the stations. He had no repairs at a crankshaft within 40 miles of Omaha, day before yesterday, held him at that station until the morning and yesterday climbed into the air again, and headed "home."

In the first 18 hours of his flying time Maynard reeled off 1636 miles, estimated. Smith, driving eastward, raced 1450 in the same number of hours, also estimated.

THREE PLANES IN ACCIDENTS Five Machines Arrive From East In Time to Qualify for Return.

SAN FRANCISCO, Oct. 18.—Five airplanes arrived from the east today in time to qualify for the return journey of the army transcontinental test, while three more were in California, but prevented by accidents, from finishing the trip to San Francisco. Five others failed to cross the Sierras.

Eleven fliers will remain here over the week end, but only six are due to start back toward Mineola Monday. Twenty-two entrants in all finished the westbound flight, which closed at sunset tonight, by orders from Washington. There were no departures today.

The first arrival today was Major E. B. Lyon, No. 28, at 10:54:35 A. M., followed by Lieutenant D. B. Gish, No. 10, at 11:23:40 A. M., whose plane struck a building at the landing field and was wrecked. Lieutenant Gish and his observer, Captain De Lavergne, were unharmed. As the plane approached the field, the title "junk" could be discerned on the fuselage.

The second to arrive, reaching here at 4 P. M., was Major Henry K. Akeley, No. 7, crashed near Auburn, Cal. The water in his radiator gave out when he was 8000 feet in the air and the engine became overheated. In his forced landing the plane was wrecked.

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 Truckee, Cal., Thursday night, failed to make a start from there today.

"RIGHT IS MIGHT"

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

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 public 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 people in the world who would appreciate Quality merchandise is what prompted the introduction of the marvelous

SONORA

THE INSTRUMENT OF QUALITY

SONORA

CLEAR AS A BELL

"Delightfully Different and Musically the Most Perfect Talking Machine in the World"

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 HIGHEST 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 bulges 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"

44 DO GRADUATE WORK

OREGON UNIVERSITY HAS GAIN IN NUMBER OF POST-GRADS. Only 28 of Students Are on Campus, Nine in Summer School and Seven by Correspondence.

UNIVERSITY OF OREGON, Eugene, Oct. 18.—(Special).—Twenty-eight students are taking graduate work at the campus of this university this year, as against ten in the year 1918-19. Besides these seven are taking work by correspondence and nine others were enrolled in the 1919 session of the summer school, making a total of 44 students doing graduate work.

Following are the names of the 28 regularly enrolled students in the graduate school on the campus: Georgia Benjamin of Eugene, graduate of University of Oregon; George Bendishadler, Eugene, Oregon, graduate of Clara M. Berryman, Los Angeles, from University of Wisconsin; Dorothy Gilson, Glendale, Cal., from University of Southern California; Leone Graham, Forest Grove, from Pacific university; Lois Gray, from University of Oregon; Ruth E. Green, Creswell, from University of Oregon; Lila M. Hall (Mrs. R. C.), Eugene, from Des Moines College, Ruth Montgomery, Eugene, from University of Oregon; Isabelle Slavin, Tonopah, Nev., from University of Nebraska; Virginia Vaughan, Eugene, from University of Oregon; R. N. Allen, Aloha, Or., from University of Oregon; Alex P. Bowen, Portland, from University of Oregon; DeWitt Gilbert, Astoria, from University of Oregon; LeRoy E. Miller, Salem, from McMinville College; E. Rutherford, Eugene, from University of Oregon; Samuel M. Simpson, Corvallis, from University of Oregon; George W. Taylor, Vale, from University of Oregon; Joseph D. Boyd, Lodi, Cal., from University of Oregon; John H. Clark, Pullman, Wash., from Washington State College; Henry F. Engle, Eugene, from University of Oregon; Miles H. McKay, Portland, from University of Oregon; Lewis A. Bond, Eugene, from University of Oregon; E. L. Kessel, Eugene, from Philomath College and University of Oregon; Clyde W. Mason, Eugene, from University of Oregon; Melvin Solve, Eugene, from University of Oregon; Harold J. Wells, Eugene, from University of Oregon; Randall B. Scott, Springfield, from University of Oregon.

ROAD FIGHT IS EXPECTED OREGON CITY, Oct. 18.—(Special).—Under section No. 301 of the general laws of 1919 the county court is clothed with authority to submit at a special election any question proposed under the initiative, and paragraph 15 makes it plain that the 5-mile road tax advocated by C. E. Spence and others may be voted upon at the special bond election, which will probably be held in Clackamas county some time in December.

The act specifically provides that the law shall be liberally construed, and Attorney Schobel, who took up the matter Friday, is of the opinion that the county court is entirely within its rights in submitting a tax measure at the bond election.

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 establishments continues. The war emergency squad, under the leadership of Lieutenant Thatcher, yesterday 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 Huntington.

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.

Warrants sworn to by Officers Russell and Huntington were served on the following: Joe Mezzera, 240 Burnside street; B. P. March, 50 North Third street; Tona Galsola, 245 Ash street; T. Papalokas, 15 North Third street; Mat Wick, 74 North Third street; V. Ivanoff, 81 North Third street; Louis Amatus, 168 North Third street; Anton Ewanoff, 118 North Third street; H. S. Gersbach, 219 Morrison street; Louis Baldy's, 215 1/2 First street; Steve Makedo, 354 Gilliam street; Oscar Kevik, 44 1/2 North

RHEUMATIC PAINS RAISING A RUMPUS? Sloan's Liniment, Kept Handy, Takes the Fight Out of Them.

Sloan's Liniment Keep It Handy

Automatic Riveter Injures Man. Jans H. Nelson, Sixth and Hall streets, an employe of the Northwest Steel company, received an injured

Poor tired feet—walked all day, danced all night.

BAUME ANALGESIQUE BENGUÉ

for quick and sure relief. Soothing and refreshing

Theo. Leeming & Co., N. Y.

"I was invited to lunch by the King of Belgium. He was late and I did not have time to wait. I invited him to ride and he informed me that his stay was so short he would not have time."

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