

FOUR AVIATORS HELD IN OMAHA BY BAD WEATHER

Nine Planes Made Stops Here Yesterday — First German Ship Proves Novelty.

(Continued From Page One.)
falling shortly after his arrival, and his desire to take no more chances than necessary on the trip.
Lt. H. H. George and Sgt. L. N. Parrish, piloting plane No. 16, a De Havilland 4, arrived shortly after Lt. Wright had left. This plane left Des Moines early in the morning, but was delayed on the road because of the heavy fog that covered the greater portion of Iowa. Lt. George brought his ship to a stop at exactly 11:34:18.
He resumed his westward flight at 12:16:27.

Ak-Sar-Ben field, for a half hour yesterday was the center of things aerial, for during that time four of the transcontinental aviators and their machines were lined up, with a crew of mechanics busily engaged in filling gasoline and oil tanks, cleaning spark plugs and "tuning up" every bit of mechanism in general. Between 9:15 and 9:45 a. m. the small group of army aviators of the "ground school" on duty at Ak-Sar-Ben field, spent the busiest time since the opening of the aerial derby last Wednesday morning.

The pilots who spent Sunday in Des Moines arrived in Omaha within a few minutes of each other. They were: Lt. W. C. Brown and observer, Orville W. Haynes, who is a mechanic, plane No. 32; Lt. F. Kirby and Lt. S. C. Miller in plane No. 44, and Lt. T. Hynes and Lt. T. K. Matthews, observer in plane No. 45.

Before the arrival of the first plane from Des Moines, however, Lt. D. H. Norris, pilot of "Kitty Hawk," a large red De Havilland 4, who spent Sunday in Omaha, had taken the air. He left Ak-Sar-Ben field at 7:40 a. m. His machine, according to his statement just prior to leaving the ground was in better condition, as a result of its overhauling Sunday, than it has been at any time since he left Mineola, last Wednesday. He took the air, circled the field bidding adieu to those below him and immediately headed westward for St. Paul, his next control station.

At 9:01:52 Lt. W. C. Brown, driving a "Forty-niner," a D-H-4, swooped over the field and brought his plane to a stop at the south side of the field. Before either he or his observer, Corporal Robbins, were able to get out of the machine, a small nondescript car jumped out and dashed toward the small crowd of spectators. During the entire morning none there were who alighted from the planes on the field who displayed more real enjoyment at

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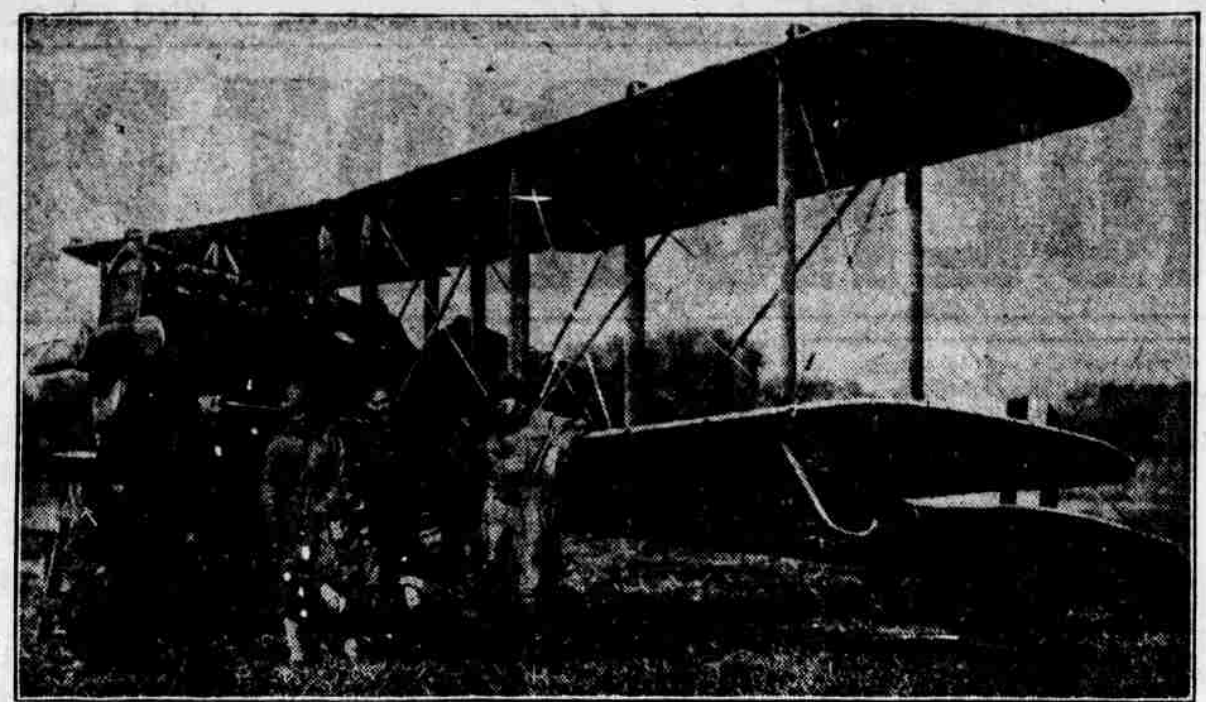
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COME EARLY
TUESDAY MORNING

Men Who Are Entitled to Some of the Glory in the World's Greatest Aerial Derby Event



—Photographed by Bee staff photographer.

The "men behind the gun," the groundworkers, stationed at Ak-Sar-Ben field, who have been on the job practically 24 hours a day of the last few days assisting the transcontinental aviators who are participating in the world's greatest aerial derby. The men are, reading from left to right, back row: J. Woelke, R. Harris, R. Teckham, L. Hursh and J. J. Marentic; front row: George Hanne, W. E. Timberlake, and H. P. Little, mechanic in charge of the crew. The plane in the picture is No. 37, piloted by Lt. H. D. Norris, which remained in Omaha over Sunday, continuing the race west Monday morning.

being on the ground than the dog. Lieutenant Brown left the field at 9:39:19 a. m.

His plane was quickly followed by No. 32, a D-H-4, piloted by Lt. J. P. Roulett, which effected a landing at 9:02:27 a. m.; Plane 44, piloted by Lt. F. Kirby, which landed at 9:16:28, and No. 45, which landed at 9:20:43.

Plane No. 42, piloted by Lt. J. B. Wright, with Sgt. B. Coleman as observer, "Hoosier Boy," a D-H-4, landed at 10:39:41.

While Lieutenant Roulett was resting on the field, the mechanics changed the propeller on his machine, this being the biggest piece of repair work that has been undertaken on any of the machines which have arrived here. The change was effected, and the plane had resumed its journey westward, in the course of 43 minutes. His time out was put at 9:45:55. Lieutenant Brown raised his plane at 9:39:19, Lieutenant Kirby at 9:53 and Lieutenant Hynes at 10:11 a. m.

First Fokker Arrives.
At 11:33:05 a. m. Lt. Col. H. E. Hartney, piloting the first captured German Fokker machine entered in the race to land at Ak-Sar-Ben field, created quite a sensation as he landed.

The machine, entirely different from any of those seen so far at the field, was the center of observation as soon as it landed.
It bore the original camouflage given it by the Germans. It is an all-steel plane, and is somewhat smaller than the De Havillands that have landed here during the last few days.

Lieutenant Colonel Hartney was in Canada at the outbreak of the war and served with the Canadian forces until the United States entered the war, when he was transferred to the American forces. He is officially credited with six victories over the Germans, as a result of his operations on the Chateau Thierry, Argonne and Belgian fronts. He was shot down by an enemy flyer and did three months' time in an American prison.

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Maynard Expects to Better Flight Time On Return Journey

San Francisco, Cal., Oct. 13.—Lieutenant Maynard, first of the eastern fliers to reach here, announces both he and Sgt. W. E. Klein, his observer, as well as their airplane, are ready for the start of their return flight to Mineola, L. I., scheduled for 1:12 p. m. Tuesday.

Their De Havilland airplane, with its Liberty motor, did not even require an overhauling, Lieutenant Maynard said. The only attention he gave it, he said, was to drain the oil and look over the oiling and the cooling system. Except for a tire blown when landing, the machine will start back exactly as it left Mineola, no part having been replaced since the start of the race.

"I think I can beat my westbound time, and make the return trip in three days," Lieutenant Maynard said.
Receipt of a telegram from Mrs. Maynard asking her husband not to fly back home unless he was required to do so will not change his plans for a one-stop transcontinental flight later on, Lieutenant Maynard said.

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Governor Orders Riot Investigation

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prosecuting officer, sheriff, police judge, police officer, or police commissioner, mayor or other officer, and if the court shall find that such officer has willfully failed or refused to enforce any law which it is his duty as such officer to enforce, then the court shall render judgment of ouster against such officer and the office shall thereby become vacant. (1907, p. 306; Ann. 1731b; Comp. 4681b.)

Wilson Named Inquisitor.

"With these provisions before me and with an impression which seems to exist that it was a neglect of duty on the part of public officials which caused so large a loss of life and property, I cannot feel that I have fully discharged my obligation without having attempted to obtain the facts and follow the direction of these statutory requirements, if the facts seem to justify it. So a full and complete investigation has been provided for under the direction and conduct of Mr. Ralph Wilson of Lincoln. He will proceed to obtain the facts in whatever way seems most fair and effective, and, among other things, public hearings will be held, at which all parties interested and all others having information bearing upon this subject will be privileged to appear and give testimony."

"It should be stated that there is no authority, so far as I can find, for subpoenaing witnesses, but I feel that there will be such a general disposition on the part of all concerned to clear up the situation, that none will have any hesitancy in coming forward to relate the things they know with respect to partisanship, fear or favor. The place of holding the hearing will be determined by Mr. Wilson and will be announced later by him, together with such other information as he desires to give in connection with the investigation."

Ask That Massachusetts Representative Be Ousted

Washington, Oct. 13.—Formal recommendations that Representative John F. Fitzgerald of Massachusetts, former mayor of Boston, be ousted from his seat in the house was presented by a committee headed by Representative Goodell of Maine. A majority report proposed that Peter F. Tague, former representative, be seated, while Representative Luce, republican, Massachusetts, proposed that a new election be ordered. Both men are democrats, contesting the election of last November, and house leaders agreed that committee reports should be called before the house next Saturday for final action.

Loot Garage Cash Register and Steal New Automobile

Three men held up employees in the Motor Inn garage, Thirty-third and Leavenworth streets, at midnight last night, took about \$18 from the cash register and, leaping into a new Buick roadster in storage, drove away.
The police believe the trio is the same that committed a highway robbery Sunday night on the South Side. Good descriptions of the men are in the hands of the police.

FLYING CLUB GIVES DINNER TO AVIATORS

Those Who Completed First Half of Transcontinental Derby Honored in New York.

New York, Oct. 13.—Aviators who have completed the first half of the transcontinental air derby with Mineola as their destination and the observers who flew with them were guests of honor of the American Flying club at a dinner and theater party Monday night.

Those arriving at Mineola Monday were Capt. Lowell H. Smith, Lieut. H. E. Queens and Lieut. R. S. Worthington. Maj. J. C. P. Barthol, who had been expected today, got as far as Rochester and is expected to arrive at Mineola Tuesday. The times of arrival were: Smith, 10:50:42 a. m.; Queens, 12:30:50 p. m.; Worthington, 2:17:03 p. m.

Col. Archie Miller, commanding officer at Mineola, was said by flying club officials to have reported by telegraph to Washington that neither Maj. Carl Spatz nor Lieut. E. C. Kiel, who landed at Mineola within 20 seconds of each other after a nip-and-tuck race all the way from San Francisco, cared to make the return trip according to the rules governing the contest. Lieut. Queens also is said to have taken the same stand.

Spatz Wants Own Time.

Major Spatz would like to take his own time and follow a route to Chicago, St. Louis, Fort Sill, El Paso, San Diego and San Francisco. He will be ready to start Thursday morning, it was said.

Lieut. Kiel wishes to return over the regulation route of 20 controls, but at his own time.
Captain Smith, it was said, will remain in the contest and will be ready Wednesday or Thursday, while Lieutenant Worthington will fly back to the Pacific coast according to the contest regulations, provided he can make necessary repairs to his plane in the required time. He was without proper instruments on the trip east, it was said, and his motor was subjected to such a strain that it is in bad shape. Because of the shortage of enlisted personnel at Mineola there is some question as to whether repairs can be made within the allotted 96 hours.

Give Thrilling Details.

At the flying club dinner the aviators gave many thrilling details of their long trip through snow and rain, over mountains and plains, lakes and forests.

Often the aviators found themselves without adequate shelter, when forced to land, some sleeping in wagons on the prairies and eating in barns. All testified it was "worse standing around waiting than it was flying."

Between Salt Lake City and Cheyenne the snow was like a fog in lowering visibility, and rain chewed the edges of their propellers and frayed the fabric of their wings. Lieut. Worthington lost his gloves and was

obliged to fly bare-handed through the cold and snow out of Salt Lake City. All the aviators were enthusiastic in praise of Lieut. B. W. Maynard, the first contestant to cross the continent.

Nine Finish First Lap.

Chicago, Oct. 13.—Nine of the 40 aviators remaining in the transcontinental reliability race finished the first lap of the aerial derby Monday, three from the west landing at Mineola, L. I., and six at San Francisco. The remaining contestants are at various control stations along the route, but sundown Tuesday will see the majority of them near the end of the first lap. Twelve have finished the first lap, while a score have dropped out on account of accidents, and five have been killed.

Lieut. B. W. Maynard, the first aviator to reach San Francisco and complete the trip from ocean to ocean, is preparing for his return flight. He plans to leave at 1:12 p. m. Tuesday, at the expiration of the minimum allowed at the terminus.
The aviators from the west landing at Mineola were: Capt. L. H. Smith, 10:50 a. m., whose logbook record tends to the opinion he has beaten Maynard's time; Lieut. H. E. Queens, 1:46 p. m.; and Lieut. R. H. Worthington, 2:17 p. m. Captain Smith said he had beaten Maynard's flying time by a half hour.

The six flyers landing at San Francisco were: Capt. C. H. Drayton, 1:41 p. m.; Lieut. Alexander Pearson, Jr., 2:25 p. m.; Capt. H. C. Donaldson, 2:49 p. m.; Lieut. Earl Manzelman, 4:34 p. m.; Capt. Harry Smith, 5:42 p. m., and Lieut. L. S. Webster, 6:29 p. m.

Ships Make Good Time.

Flying conditions throughout the middle west, which were poor at the start of the day, improved later, and the ships made good time.

Lieut. H. D. Norris, accompanied by Mechanic H. J. Myer, suffered the only fall of the day when he lost his way in a fog between St. Paul and North Platte, Neb., and plunged into a hill. Neither of the aviators were seriously injured.

Preparations were being made at the control stations for the return flight, following the announcement from Washington that the flyers could start their return journeys within 48 hours after arrival at a terminus and not longer than 96 hours after arrival. The previous plan was to have the return flight start October 20. Sundays are excluded as flying days, and will not be computed in the minimum or maximum stay of contestants at Mineola or San Francisco. A contestant will not be penalized for staying over 96 hours if it would be impossible for him to reach the next control station before sundown on the day of his start.

Three ships remained at Grant park, all westbound. They will take off soon after sunrise Tuesday.

Wins Deutsch Cup.

Paris, Oct. 13.—Aviator Jansen won the Deutsch cup, presented by Henry De La Meurthe Deutsch, president of the Aero Club of France by covering 118 miles and 440 yards in 56 minutes and 56 seconds.

Whitlock Honored.

Cleveland, O., Oct. 13.—The degree of doctor of literature was bestowed upon Brand Whitlock of Toledo, ambassador to Belgium, by the Western Reserve university "because he was a maker and a recorder of history."

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