

# FLYING PARSON WINS AIR DERBY IN QUICK TIME

Arrives in Mineola Early Saturday Afternoon After Fast Flight Across the Continent.

(Continued From Page One.)

They had been subjected. He declared with a smile that he would be off again within a few days in an attempt to make a one-stop transcontinental flight. The single stop will be made at Dallas, Tex., and the lieutenant said that he expected to make the attempt within the coming week.

The official congratulations of the army were given to the victorious aviator by Col. Archie Miller, commander of Long Island flying fields, who awaited sympathetically until the lieutenant could greet his family. The most joyous member of the party, at least as far as demonstrations went, was Trixie, the German police dog, who accompanied the flying parson as his mascot. Trixie's delight at finding the solid earth under her once more knew no bounds, and she dashed around and around the plane joyously barking.

## Maynard's Own Story.

Mineola, Oct. 18.—"From the standpoint of pleasure," said Lieutenant Maynard, in an interview after landing, "describing his round trip, 'we had quite a bit of it, flying over a number of states and getting into touch with people in different parts of the country.'

"Our hardships were scattered over the continent. The first day was not so bad. We were tired out at night, very tired, in fact, 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 in the morning, so we decided to stay on the field. We didn't get much sleep. We had straw pillows and straw mattresses, 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 Cheyenne. We were delighted at the amount of ground we had covered at that time.

"It was freezing cold at Cheyenne. We were ready to start before sun-up next morning. Four minutes before 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.

## 20 Degrees Above Zero.

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

"We got to Sacramento 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 manifested 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.

"The control stop commanders were unprepared for our coming. Before starting the trip we thought that the Rockies would be the worst part for us. As a matter of fact, they were not at all bad. Over the Rockies 500 feet above them, we found we could glide to a safe landing place in any valley.

"Couldn't Find Field.

"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 Reno, 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 oxcart 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 we were half way across the bay before we could see the shore. We lost about 10 minutes trying to find the city, but had a wonderful reception when once we arrived. It seemed as though the whole city was out to welcome us. I hated to leave there.

"I talked in a couple of the churches there last Sunday and had all kinds of invitations I could not accept and was rather disappointed to have to go away.

"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 his 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 Capt. 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 dance. They presented us with a gold nugget and three arrow heads. 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 morning, but kept her nose out into the wind most of the time and seemed to enjoy the trip.

## Five Reach Golden Gate.

San Francisco, Oct. 18.—Five airplanes reached the Golden Gate today in the first lap of the army air service race twice across the continent in time to qualify for the return flight to Mineola, N. Y. Three others were in California, but were prevented by accidents from finishing the trip today. Five others, the rear guard of the entrants who left Mineola, had failed to cross the Sierras.

In all 22 eastern contestants have reached the western terminus of the 5,000-mile race course.

The first arrival today was Maj. E. B. Lyon, No. 28, at 10:54:35 a.

m., followed at 11:22:40 a. m. by Lieut. D. B. Gish, No. 10, whose plane struck a building at the landing field and was wrecked. Lieutenant Gish and his observer, Captain De Laverne, were uninjured.

Lieut. G. H. Galem, No. 46, arrived at 3:16 p. m. Lieut. R. L. Maughan, No. 105, driving the only French Spad in the race, at 3:16 p. m., and Capt. Felix Steine, No. 19, brought up the rear, reaching here at 4 p. m.

Maj. Henry K. Abbey, No. 7, crashed near Auburn, Cal. The water in his radiator gave out when he was 8,000 feet in the air and the engine became overheated. In his forced landing the plane was wrecked.

Lieut. C. 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.

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

U. S. Isolation Broken Down.

Washington, Oct. 18.—Completion of the transcontinental air derby "plainly demonstrates that the isolation of the United States with respect to Asia and Europe is completely broken down," Brig. Gen. William Mitchell, chief of operations of the army air service, declared in a statement tonight to the Associated Press.

"The air line distance covered," said General Mitchell, "is 5,408 miles, in less than 50 hours of actual flying time. It is as far as from Constantinople to New York; from Berlin to Denver; from Tokyo to San Francisco, and twice the distance from Europe to America.

"From a military aspect, there no longer can be any doubt that a complete control of the air by any nation means military control of the world. From the standpoint of distances, Asia is only divided from America by 81 miles of water across Canada, Greenland, Iceland, the islands north of Great Britain to Great Britain itself is followed.

"The rapidity with which the air-dromes were established in this test across the country shows that air-dromes can be established with equal rapidity for long stretches by any other nation. A rigid dirigible airship can carry 10 tons of cargo now, besides its crew, fuel for a long trip, and armament for its defense—10 tons of material will keep 1,000 airplanes working for one day.

Here are the winners of the greatest aviation test in history, the first transcontinental air flight. Lieutenant Maynard, and his mechanic, W. C. Kline, made the trip from New York to San Francisco and return in 10 days, including stops, and barring Sunday flying.

They are the first of 60 contestants in the great air race to complete the trip across the continent and return. Lieutenant Maynard left New York Wednesday, October 8, arrived in San Francisco Saturday, October 11, started his return trip Tuesday, October 14, and arrived at the end of his course in Mineola yesterday at 1:50:05 p. m.

Breaks All Records in Transcontinental Flight. Cheyenne, Wyo., Oct. 18.—Lieutenant Queen broke all records for distance in one day's flight, according to computations made at the landing field, flying 1,046 miles from Bryan, O., to Cheyenne, Saturday. This is said to be 160 miles farther than Lieutenant Maynard's best day's flight.

Use The Bee want ads for results.

# Winners in the Greatest Air Contest in History of Flying



Mech. W.C. Kline and Lt. B.W. Maynard

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# Fall of Petrograd Appears Imminent

(Continued From Page One.)

help of monarchist bands in order to attack Moscow from there.

"In the northwest the blood drunk trio, Yudenitch, Balakovich and Rodziakco, are advancing on Petrograd. The Estonian peace negotiations served as a means to lull the red Petrograd troops and as a soporific.

"The army defending the approaches to Petrograd failed to withstand the first blow, and danger has again come to Petrograd. The English and French radio stations announce with joy the fact of our failures on the road to Petrograd. The stock exchange and the press of the whole world are sharing the joy and predicting the speedy fall of Petrograd. But they are wrong this time. Petrograd will not fall. It will stand. We shall not surrender Petrograd.

Decries the Enemy.

"For the defense of the first town of the proletarian revolution sufficient strength will be found in the peasants and the workers of the land. Yudenitch's successes are those of a cavalry raid. Troops are being sent to the assistance of Petrograd and the Petrograd workers, who rose first of all. We must break the skulls of Yudenitch's bands and the Anglo-French imperialists."

An account of the rapid success gained by the army of General Denikin over the bolsheviks in central Russia is given in an official communique issued from the war office today. A bolshevik offensive campaign on an extensive scale against

Tsaritch, on the lower Volga, was opened, it states, on October 11. Operations were conducted on both banks of the Volga and also to the westward of the Volga as far as the Don river.

In two days, it is stated, the bolsheviks gained considerable ground. Then volunteers under Generals Wrangel and Ulagay delivered a sharp counter-attack, recovering all the ground which had been lost and inflicting severe losses on the bolsheviks. Further to the west the Cossack forces crossed the Don on a wide front, taking 1,200 prisoners, with many guns.

Still farther westward the Cossacks occupied the line of the Koper river, one of the northern tributaries of the Don, taking the towns of Kalatch and Pavlovsk. Prisoners to the number of 2,150, including a complete field battalion, were taken and another regiment was destroyed. Large numbers of prisoners were also taken at Orel and Chernigoff.

Final Crash Inevitable.

Washington, Oct. 18.—"The final crash of the Trotsky-Lenine regime may be delayed some weeks, but it is inevitable."

Official information received here thus summarizes the situation in Russia. The closing act of the red drama is already under way, according to reports from military attaches and special agents.

"Only the inertia of the anti-bolshevik groups has permitted the present Moscow government to remain alive beyond September 15, one official who has made a special study of the situation, said. The bolshevik organization, the reports said, has been so poor at the foundation—the confidence of the masses—that only a push was necessary to

start the fall. This push has been lacking because there was no efficient co-operation between the anti-red leaders, and in the absence of initiative or ability on the part of any one of them to start the forward movement.

General Denikin's advance toward Moscow, the campaign of attrition waged by the northwest Russian volunteers and the stiffening of Admiral Kolchak and his Cossack allies, the reports say, have furnished more than the hoped-for pressure.

Official dispatches today did not report the fall of Petrograd, which, however, was announced in Paris.

Ukraine Anti-bolshevik.

The fall of Petrograd, however, is considered of minor importance as compared with the results of Denikin's advance.

Official reports from the Ukraine, once a stronghold of the reds, declare that it is now almost wholly anti-bolshevik.

"The entire Ukraine will be free of bolsheviks by spring, without outside assistance," says one government dispatch received here.

With the advances still number more than 500,000 men the necessity of dividing the forces into so many widely scattered armies, the increasing effect of the impaired morale and the lack of efficient co-operation from the interior, due to the collapse of industrial life, military experts here do not consider that figure as indicating anything like the true military strength.

Reports to the Russian embassy indicated that 134,000 square miles of Russian territory had been freed of the bolsheviks since September 20, and that the advance of the anti-red forces had cut the route over which bolshevik propaganda might

spread to India and Afghanistan from Moscow. The capture of 85,000 prisoners, 700 machine guns, 90 cannon and four armored trains by the Kolchak forces also was reported.

Another report to the embassy said more than 30,000 of the most prominent intellectuals of Russia were being held hostage in Moscow under sentence of death, many having already been executed. The remainder, it was said, would be executed if General Denikin attempted to capture the city.

Irish Priest Arrested.

Dublin, Oct. 18.—Father O'Donnell, a chaplain of Australian forces, was arrested and confined under armed guard in the Richmond barracks. No reason was given.

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"Priscilla" Sewing Cabinet

This charming little cabinet presents the facilities for keeping the sewing materials together where they may easily be found and in which they can be carried to the sunny window or the cozy fireside.

Two new models in mahogany, at

10.50  
and  
12.50

Masked Ball Verdi  
Oct. 21

Fine Overstuffed DAVENPORTS

Built specially to our order, careful attention being given to every detail of construction, insuring the utmost comfort. The soft spring cushions in the seat rest on substantial spring foundations. Back and arms are thickly overstuffed.

Fine Spanish leather type, built as illustrated. .... \$235.00

Chair to match, \$110.00; Rocker, \$111.00.  
Tapestry covered types to suit the most exacting.

Library Table

In Brown Mahogany

This distinctive little library table serves the double purpose of table and desk. The concealed drawer beneath the top is the convenient place for writing materials. Finished in brown mahogany. It is an excellent value, at

54.00

Others from 25.00 to 200.00

Fifth Floor.

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Parchment Lamp Shades

We are pleased to announce a very complete showing of Parchment Lamp Shades from the Studios of C. Scapocchi.

A limited number are executed in the early Italian manner in the unfadeable medium of Persian tempera—dry color mixed with a yolk of an egg.

Four of the pieces exhibited are done in Italian script—others in pen and ink and wash.

These shades are as permanent as old illuminated manuscripts and will add greatly to the aesthetic value of any well decorated room.

This Buffet

From the Shops of Berkey & Gay

Represents the acme of quality and beauty in furniture. While not as elaborate in design as some types, it has an indescribable air that you'll appreciate. It is 72 inches long and done in mahogany, finished antique. Part of a suite consisting of the following additional pieces—8x54 Extension Table, Serving Table, 6 Chairs, Arm Chair. Priced complete, at \$542.00.

New Bedroom Suites

Arrived During the Last Week.

Several suites not previously shown are now on our floors, in walnut and old ivory. Needless to say, it will be a pleasure to conduct you to them.

## WINDOW DRAPES

Panel Laces In the New Oriental Effects  
In Filet and Ameraux Weaves

Panel Lace is so adaptable that it is possible to treat a whole house where the windows vary from VERY NARROW to the VERY WIDE all in the same pattern of this lace, by using the various widths in which the strips are obtainable and a sufficient number of strips to furnish the necessary and proportionate fullness for each window. Panel lace is priced by the strip at

\$1.25, \$1.50, \$1.75

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Prices are from—per yard, \$1.10, \$1.25, \$2.00 and by easy steps to \$7.00.

All fabrics over \$2.00 per yard are 50 inches wide, which means that for most treatments you can split. A large variety of trimmings are shown which will mean much to your drapery scheme.

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We have such a wonderful line of Cretonnes at 1.50 that it is possible to treat any room in the home with this material. Not only the draping, but the upholstery, may be executed in Cretone with the effect of making it either gay or impressive—just as you select the colors and patterns. Other Cretonnes are from 65c to 2.00.

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