

TAFT GREETED BY EXPLODING BOMBS

PRESIDENT'S TRAIN ROLLS INTO CENTER OF DEAFENING DIN OF FIREWORKS.

BY ROBERT H. HAZARD
Staff Correspondent United Press.

LOS ANGELES, Cal., Oct. 11.—The secret-service men guarding President Taft had the scare of their lives last night at Baker's field. In spite of the request sent on ahead of Mr. Taft to local arrangements committees that no fireworks be set off in the vicinity of his train, the more boisterous element of the town turned the Sabbath into a Fourth of July and when the train bearing the president arrived at 10 o'clock it rolled into the center of a blaze of rockets, roman candles and red fire.

Detonating bombs that sounded like 13-inch guns exploded within a dozen feet of the Mayflower and badly managed rockets and roman candles went whizzing within a few feet of the president's head as he appeared on the back platform.

In the deafening din the executive might have been shot by a whole regiment of anarchists and there would have been no means of ascertaining where the bullets came from.

The president's secret service guards aided the local police as much as possible but were unable to do anything beyond forming a hollow square within which he was hustled to and from the speaker's platform erected near the station.

WEDS 540 COUPLES WITHOUT DIVORCE

CAN'T GET MATRIMONIAL KNOTS LOOSE WHEN THIS PORTLAND MINISTER TIES 'EM.

PORTLAND, Ore., Oct. 11.—When the Rev. Dr. Luther R. Dyott, of the First Congregational church in this city, ties a matrimonial knot it never becomes loosened. That is the unanimous testimony today of 540 couples over whom the minister has said, "one and one make one."

Dr. Dyott has been in the ministry 18 years. He has married persons on an average of 30 couples a year. Not a remarkable record in point of numbers but made remarkable by the fact that not a couple has appeared in the divorce courts to undo the pastor's work.

"You see, I don't marry everybody," explained the preacher. "Unless I know the parties who are about to be married or they impress me as being properly matched, and likely to live happily together, I usually refuse to marry them."

PASSENGER AGENTS MEET
CHICAGO, Oct. 11.—The American Association of Traveling Passenger agents, representing all the leading railroad systems of the country, convened in Chicago today for a session of three days. Dallas is fighting hard for the next convention and will probably be selected.

WITH THE STAGE STARS



KATHERINE KAERLED.

Boys, here's a new star. Absolutely new, copyrighted and patented. Miss Kaerled has a peculiar name, and it will be easy to remember, once seen spelled out in electric lights in front of a theater.

She is appearing this season as leading woman with Robt. Hilliard in "A Fool There Was," under the management of Frederic Thompson.

AT THE TACOMA.

"Texas," a cowboy play of some melodramatic leaning, played to a fairly good house at the Tacoma theater last night. The company was well balanced, and though seen here last year "Texas" was received quite favorably.

AT THE PANTAGES.

The feature at the Pantages this week will be Swan and his trained alligators. The unusual chance of seeing a man and an alligator wrestle is one of the striking features of this act. There will also be a number of other good acts on this bill.

AT THE GRAND.

"A Bunch of Kids," implying just what it means, will be the feature at the Grand theater this week. Ten children will present an act full of comedy, music and dance. "Uncle Josh" has had dancing.

REAL STORY OF HOW MEN LEARNED TO FLY

HARRY G. FARMER TELLS HOW THE WRIGHT BROTHERS SLOWLY DEVELOPED THE AEROPLANE FROM A PLAIN KITE—THEIR WORK ON A NORTH CAROLINA DESERT.

By Harry G. Farmer
The kite is really the father of the flying machine. A kite with a gas engine aboard is, in fact, what has solved the problem.

It was the hope of taking a ride in a big cloth kite—a hope which many a boy has cherished in his heart—that set the Wright brothers to experimenting with what became, seven years later, the first successful flying machine.

"Let's build a kite strong and light enough and with enough face to lift a man," said Orville to Wilbur.
"About 50 square feet of surface ought to be enough to lift a man. Anyway, we can soon find by trying how big the kite should be."

"We will make the kite something like the Hargreave box kite, with top and bottom surfaces. Then I will get in between, and you take the rope and run with the kite."

This was the plan as proposed by the younger brother. Wilbur said: "Bully. We'll try it."

"But where," both asked, simultaneously, "can we play with a big 40-foot kite without attracting a crowd and making ourselves look silly?"

This looked like a staggerer. A couple of bicycle makers in Dayton running up and down the streets flying a 40-foot kite would have disturbed trade, to say the least. And a crowd of hooting boys would be in the way.

But Wilbur had an idea.
"Suppose," said he, "we go to some lonesome, godforsaken piece of seashore. The wind will be steady, and that's one very important thing; the more lonesome it is the cheaper will be the living. We can knock up an inexpensive shed and this will serve for shelter for us and as a workshop and shelter for the kite. Why not?"

So the brothers wrote to the weather bureau at Washington, and asked about wind currents, and where they could find a steady, strong wind.

The weather bureau is full of information of this sort, and came back with a reply saying that the Cape Hatteras section of the North Carolina coast had 20-mile winds practically all the time. The government maintained an observation station at Manteo, an island near the life saving station at Kitty Hawk, near Kill Devil hill. The place was quite remote, but provisions could always be had at Manteo.

The letter of the weather bureau man added that there were great sand hills—drifted by the wind—on the spit where the life saving station stands—hills four and five hundred feet high.

"Great," said Orville. "We could fly the kite from the top of one of the sand hills."

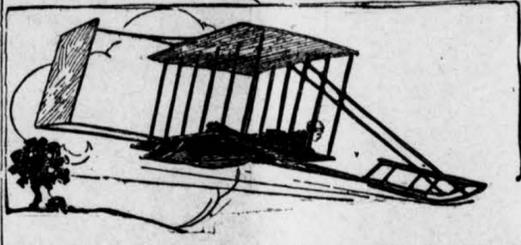
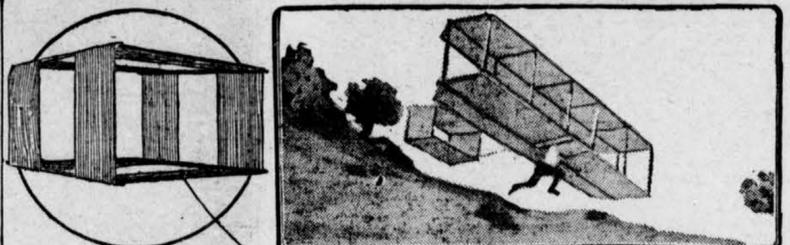
So the Wright brothers worked in their shop in Dayton, making the parts of a big kite, which was carefully designed on paper. Then they bought and shipped some rough lumber and tools to Manteo, together with the parts of their kite, and with gay hearts set out for a novel summer outing. For the Wrights at this time (1898) did not admit to themselves that they were doing anything but amusing themselves—playing, in their own way.

It was good sport, the Wrights have told me so. They built their shed, put together the parts of their kite, and flew it. There was plenty of wind, plenty of room, and nobody to look on or laugh except a lonesome coast guard.

The kite flew, and it was strong enough to carry up Orville, when he lay "belly-whopper" between the upper and lower planes of the kite. That part of the theory was all right. But the kite would not stay up with its human freight. The wind was not strong enough, and one man was not strong enough to keep running with the rope.

But they found a new game. They found the kite to be fine for "sliding down hill on the air." Instead of using a rope to fly it they took the kite to the top of a sand hill and sent it off into the teeth of the wind. All that was needed was a slight upward tilt of the planes and the wind would almost support the weight of man and planes. It would, in fact, support the thing long enough to make a long glide from the top of the hill to a point eight or ten hundred feet from the starting point.

This was "gliding." The kite became a "gliding" machine. The man aboard kept the thing balanced by wiggling his body, and



First Stage, at Top on Left—The Hargreave Kite. Second Stage, on Right—Wilbur Wright Operating the "Glider" at Kitty Hawk. Third Stage, Lower Picture, Shows Transformation of the "Glider" into an Aeroplane at Kitty Hawk.

sometimes the glider would be able to hover in the air like a soaring bird for almost a minute, supported merely by keeping the surfaces tilted up against the wind.

The kite "stays up" (that is, overcomes the downward pull of gravity), because it is tilted upward against a moving stream of air. The gliding machine—which is simply a kite without a string—is supported in the same way.

All this was soon clear to the Wrights. They found that a couple of surfaces forty by six feet, built of strong, light wood and covered with stout cloth, were enough to support the weight of a man, if those surfaces were kept slightly tilted against a continuous volume of wind blowing at 25 or 40 miles an hour. Less wind would not be enough to maintain the weight.

The next important problem was to keep the apparatus balanced, and to steer it. Without some steering apparatus it was hard to

keep the planes tilted upward at the proper angle, and it was hard to keep the machine on a straight course.

So the Wrights spent several summers working on these problems. They fixed up a small plane, in front which could be moved up and down. That gave the tilt. Move the small plane up and the machine would climb; move it down and it would head toward the ground.

With these attachments gliding became a science. It was no trick at all to start from the top of Kill Devil hill and go sailing off toward the ocean, remaining in the air for several minutes.

"If she only had something to keep her going," then said Wilbur, "instead of going a quarter of a mile she would go as many miles as we might want."

"That would be the real flying machine, wouldn't it?" assented Orville.

"A couple of propellers," continued Wilbur, "driven by a light gasoline engine ought to be able to drive her through the air fast enough to keep her aloft."

"Let's try," said Orville.

So they set to work (in 1900) figuring out the weight of a motor and propellers, and the size of a glider which would lift the weight of the motor in addition to the man.

In the fall of 1903 the brothers were at Kitty Hawk hard at work putting together the parts of a glider with a gasoline engine driving two large propellers, similar to those which drive a ship in the water. The cold weather was coming on, but the young men worked on through September, October, November and even into December with no shelter but their barn and only an oil stove to warm them.

At last (Dec. 17, 1903) everything was ready for a try. The motor sparked, the propellers whizzed, the engine roared. Orville crawled into his place in the machine. Wilbur balanced it along the monorail. She was off. In the face of a wind blowing 25 miles an hour the machine crept forward. She rose gently from the ground; she skimmed along, free of all support, about 10 feet from earth, and after covering between 800 and 900 feet, came to earth.

Man had learned to fly.

That performance at Kitty Hawk was the first flight of man in a heavier than air machine.

The work of the Wrights since then has been devoted to finding ways to get better control over the planes.

PLAN A CHURCH TRUST

SCHEME LAUNCHED TO ORGANIZE ALL THE PROTESTANT CHURCHES OF THE UNITED STATES.

(By United Press Leased Wire.)

WASHINGTON, D. C., Oct. 11.—A highly centralized organization of the Protestant churches of America, controlling property worth more than a billion dollars, is the object of a movement that will be started by the Laymen's Missionary society, according to plans adopted today. The object of the colossal trust, as great as any ever conceived by the brains of the world's greatest financiers, is the evangelization of the earth. Every church in Washington

will send delegates to a convention that will be held November 11 to 14 for the purpose of awakening the residents of the capital to the necessity of concerted action concerning missionary work.

Similar meetings will be held in the great cities of the country while on May 3 to 6 a national missionary congress will convene in Chicago. At all of these meetings this great interdenominational plan will be discussed.

It was stated today that President Taft would make the opening address at the Washington convention. Chief Forester Gifford Pinchot is chairman of the general Washington committee having the matter in charge.

Hen Lays a Double Egg

SHE PRODUCES ONE NINE BY SEVEN INCHES, AND ANOTHER IS FOUND INSIDE.

MOUNT VERNON, Oct. 11.—A story published recently anent a large-sized sample of hen fruit has brought forth another from County Auditor Tom Shields that is borne out by the eggs in question.

The largest of two eggs owned by Mr. Shields is 9x7 inches, its weight being 5 1/2 ounces. Now comes the meat of the story, likewise of the egg, since the larger egg contained a smaller one, both being perfect in formation, and the smaller egg being as large as the average hen's egg. When the big egg was first found it was kept for some time as a curiosity, but upon being broken was found to contain a smaller egg with shell intact. The large shell was fitted

together and filled with cement.

Mr. Shields in explaining the finding of the egg says that next day he found the egg, there was one of his old hens lying dead. Whether she died from the extra effort, or merely out of jealousy at her sister's record, is not known, but in getting the big egg he has lost a hen.

FLINT DOESN'T WANT HIS JOB ANY MORE

LOS ANGELES, Cal., Oct. 11.—Senator Frank P. Flint announced unofficially today that when the present term of service expires on March 4, 1911, he will not be candidate for re-election. Flint has been traveling with President Taft and made the statement in discussion of the political outlook.

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UNCLE SAM BUSY UNDER WATER ON PACIFIC

U. S. submarine Pike (upper) skimming over the water in the recent maneuvers in San Francisco bay. Snapped just before submergence valves were opened, and the submarine Grampus, submerged and ready for business—only the periscope mast is showing above the water.



SAN FRANCISCO, Cal., Oct. 7.—Uncle Sam wants to know just what the bottom of the ocean is like outside the Golden Gate, the famous entrance to the bay of San Francisco.

That is why in the early morning mists a few days ago, two under water fighting ships, the U. S. submarines Pike and Grampus were engaged in maneuvers within the bay.

Just why Uncle Sam wants to become acquainted with the ocean floor out beyond the "heads" of course he is not saying. A glance at a map of San Francisco harbor and its approaches and the location of its defenses, however, will indicate clearly that if in time of war it should become necessary to defend San Francisco from an attack by sea and if submarines should take a part in resisting such an attack, the field of submarine activity would be outside the gate.

The recent maneuvers, which were but preliminaries, were only the beginning of a series which will be the most extensive ever attempted on the Pacific coast. They were designed as tests of machinery and equipment. The submarine fighters were sent skimming over the surface of the bay until the signal was given. Then the valves were opened, the water poured into the submerged tanks, and the boats sank until only the periscope masts were visible. After several minutes' submergence the tanks were blown again and the submarines were brought again to the surface without a hitch.

spent in the preparatory maneuvers. When engines and machinery are "loosened up" the serious task of exploring the ocean bed beyond the "Heads" will be begun in earnest.

Ellery's band, presided over by Colonel Channing Ellery, will give two concerts in the Tacoma artery afternoon and evening October 23 for the benefit of the local national guard.

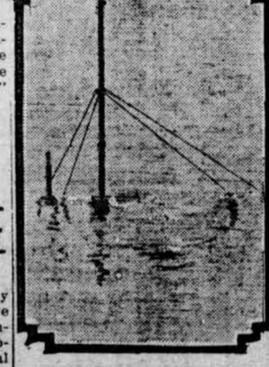
The band this week closes its engagement at the A.-Y.-P. exposition. It will put in a week at Vancouver and then come here before leaving the coast.

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