FIRST FLIGHT **ACROSS CHANNEL**

Louis Bleriot, a Frenchman, Flies From Les Barreques to Dover in an Airship.

TOCK LESS THAN HALF HOUR

He Kept About 250 Above Sea Level Being Out of Sight Probably

galais, July 25.-Louis Bleriot flew som the shores of France, leaving bethe were filled with admiration at the man's daring, feared lest he might be overcome. There was applause when the monoplane arose in the air, then there was keen suspense, but when the word came that Bleriot had reached England a mighty cheer was sent

The news of his triumph spread quickly and celebrations were held everywhere. In spite of his injured leg Blerjot stole a march on his rivals, Latham and Count Lambert. The former, deceived by the high winds of the day before, thought a start would be impossible, while Count Lambert had gone to England to pick out a likely place to land. It was decided that the torpedo boats should be at the disposition of Latham and the destroyer at the disposal of Bleriot, should the men decide to start.

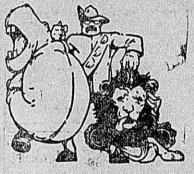
At 3 o'clock Bleriot, who was determin d not to allow the slightest chance to escape, proceeded to the shed at Sangatte, and his monoplane was pushed out. To the handful of people who had gathered there, the spectacle of this man, hobbling on crutches, dreaming of a flight to England, had something awe-inspiring, even the terrifying in it. Bleriot cast aside his crutches and took his place in the monoplane, on which he already had hoisted a red flag to guide the rescuers in case he should fall.

to guide the rescuers in case he uld fall. should fall.

The monoplane rose easily and made two circles above the land. Shortly Bleriot descended. His motor was running perfectly and he had confirmed the fact that he had a favoring south-

The critical moment was at hand. Anzaina, the constructor, set the motor in motion. Bleriot settled himself calmly in his seat, waving farewell and at 4:36 the aeroplane rose and sped

Fourteen minutes later, flying high



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above the water, it was lost in the mis.3 hanging over the channel.

The destroyer, which had been warned to prepare, steamed swiftly in pursuit, but the flying man was faster and soon left it far behind.

Hieriot is one of the oldest and most popular of aviators in France, and is the winner of the Osiris prize of \$20,000, in conjunction with Gabriel Versin, the aeroplane manufacturer for their contributions to the progress of aviation. Only vesterday he was decorated with the Legion of Honor. He is the inventor of a searchlight for automobiles and became interested in aviation in 1900.

Throughout his career Bleriot has displayed such reckless daring that his friends predicted he would be killed. He has had numerous accidents and broken a dozen machines, but has never been dismayed by misfortune. He made his first cross-country flight of an hour at Doue, and on July 13, made a new record for cross-country flights, from Etampes to Orleans.

After Latham failed in his atempt to cross the channel, Bleriot hurried to Calais to try his luck, announcing subsequently that he intended to make a cross-country flight of 100 kilometers (62) miles from Evereux to Orleans, without a stop.

meters (62) miles from Evereux to
Orleans, without a stdp.

M. Bleriot is exceedingly cool and has
always maintained that a man who
kept his head could not be seriously

"In case of accident," he has said, "I throw myself on one of the wings. That breaks the wing, but it saves

me."

M. Bleriot returned this evening from Dover aboard the destroyer. He was met by a cheering crowd and was acclaimed enthusiasticilly.

"I am radiantly happy at my success. I am happy also because I have received the decoration of the Legion of Honor."

of Honor."

Latham, who was a disappointed spectator of Bleriot's departure, later brought out his aeroplane, but the increasing wind and a fautly motor prevented him from making a flight.

SUCCESS ACHIEVED. Dover, July 25.—Louis Bleriot, a Frenchman, has at last succeeded na ressing the English channel in an air-

This sleepy seaport town experienced the keenest thrill known in a genera-tion, when at sunrise today a white-winged, bird-like machine, with loudly-

winged, bird-like machine, with loudlyhumming motor, swept out from the
haze obscuring the sea toward the distant French coast and, circling twice
above the high chalky cliffs of Dover,
alighted on English soil.

Bleriot, portly and red-mustached,
calmiy descended from the saddle, limping on a bandaged foot, which had been
burned on his previous overland flight.
Immediately two compatriots, who had
been waving a big tri-colored flag as
a signal for the landing place, fell upon
him enthusiastically, embracing him,
shouting and pounding him on the back.
They, with a few soldlers and others
who happened to be on the scene, were
the only persons to witness the finish
of a remarkable feat.

SIXTY MILES AN HOUR.

SIXTY MILES AN HOUR. Bleriot left Les Barresques, three niles from Calais, about 4:30 a.m. on miles from Calais, about 4:30 a. m. on one of the smallest monoplanes ever used. He crossed the channel in a little less than half an hour, twice as swiftly as the fastest mall boat. His speed averaged more than 45 miles an hour, sometimes it approximated 60 miles. He kept about 250 feet above the sea level, and for about 10 minutes in mid-channel was out of sight of both coasts and the French torpedo boat destroyers, which followed him, with his wife and friends aboard.

The wind was blowing about 20 miles

The wind was blowing about 20 miles an hour and the sea was choppy. The aviator was swathed in a single garment of drilling impervious to the wind which covered him from the top of his head to his feet, only his face showing. He wore also a cork lifebelt.

An even witness of the leveling them.

He wore also a cork lifebelt.

An eye witness of the landing, thus describes it:

"Very early in the morning a wireless message was received from Calais that Bleriot intended to make the flight. Then in quick succession came the news that he had left land, that he was flying high and was fast making Dover. It was expected that he would land west of Dover, but from the direction taken it was soon evident that he would alight to the eastward. Only a few minutes after the wireless announcing the start, the laconic message, 'Out of sight,' was received at Dover. Hardly had this been transcribed when the keen-eyed coast guard, scanning the sea with his telescope, shouted that Brellot was within sight.

sight.

"Hastening to the cliff of the bay I was fortunate enough to arrive just before the airship which was flying fast like a gigantic hawk. The craft approached the cliff, growing larger every instant. The noise of the engines was audible in a moment, so swiftly did it come. Bleriot swooped overhead and then turned his machine to the east and came to the ground in the meadow. and came to the ground in the meadow. It circled with consummate ease and made the landing gracefully, but even though it touched the land lightly, it was slightly damaged."

WINS \$5,000 PRIZE.

By his achievement Bleriot won the prize of \$5,000 offered by the London Daily Mail, for the first flight across the English channel, and stole a march on his rivals, Hubert Latham and Count de Lambert, both of whom had hoped to make the attempt today. Bleriot described his remarkable flight

BLERIOT'S DESCRIPTION.

"I arose at 3 o'clock," he said, "and went to the aeropiane shed. Finding everything in order on the trial spin, I decided to make the flight. The French torpedo-boat destroyer which was in attendance was signalled and it put out about four miles. Then I rose in the air and pointed directly to Dover. After ten minutes I was out of sight of land and had left the warship well behind. For a few minutes I could not see either coast, nor any boat. I tried to keep at an average height of 250 feet. I might easily have gone higher, but it would have served no purpose. This was about the right height, I thought, to clear the Dover cliffs safely. BLERIOT'S DESCRIPTION.

"The machine dipped toward the water several times. I put on more petrol once. I estimate that the propellers were going 1,200 to 1,400 revolutions a minute.

THE LANDING. "The first objects I saw were ships off the English coast, then I observed Deal and I discovered that the wind, which was southwest, was carrying me thither. I veered to the southward to Dovor Castle, and then saw friends flourishing a flag in a valley suitable for landing. I made two circles while lessening the speed and then dived dawn, but I came in contact with the ground sooner than I expected. Both the machine and myself were badly shaken up.

"A few persons quickly assembled, and I was helped out, as my injured foot was painful. I am exceedingly glad to be here." glad to be here."
M. Bleriot's friends took him quickly

to the old Lord Warden hotel. Meanwhile his wife arrived on the destroyer. She embraced him, weeping, but they were soon sitting at breakfast, the center of a proud gathering of French people. The mayor and other Dover officials welcomed M. Bleriot in the name of the city and nation, as the pioneer of international flight.

The townspeople of Dover, who for three weeks have been alert for the signal announcing that one of the flying men had started, were caught napping. A gale was blowing last night, and the weather forecasts promised a strong wind and squalls. Hence the operators of the sirens on the steamers which it had been arranged should be blown when the flyer started were absent from their posts. Only a few persons received wireless warning of Bleriot's ascent.

M. La Fontaine, a friend of the aviator, arrived at the Lord Warden hotel from Calais at midnight, saying he had an appointment to meet M. Bleriot at 5 o'clock. The hotel people thought he was joking.

M. La Fontaine selected as a landing place a cup-shaped depression, two miles east of Dover, where the airship would be shelvered from the wind in settling. There he planted the flag.

APPROACH TO DOVER.

APPROACH TO DOVER. APPROACH TO DOVER.

The sallors in the harbor were the first to discover that Bleriot was approaching. They heard the buzzing of the motor two or three minutes before they could discern the aeroplane. Then what looked like a big white butterfly glided over their heads as fast as a train of cars, and with almost as much noise. It reached the cliff near the gray turrets of Dover castle, swooped around in broad curves, and disappeared.

peared.

It was not long before half the people of Dover, dressing as they went were rushing to the scene. Photog-raphers and cinematographers were crestfallen because they had missed the great event for which they had walted so long.

The city officials conceived a happy charged sixpence admission to view it. The profits from this enterprise will go to the hospitals and the police hospital fund. The exhibition did a big business

all day.

Parts of the framework of the monoplane were splintered on landing. Every one expressed surprise at its small size, it is no more than twenty feet across the wings, and its weight is about 400 pounds, the motor being twenty-five horsepower. In the same machine Bleriot recently made a cross-country trip of 25 miles from Etampes to Orleans, it is fitted with an airtight sausage-shaped rubber bag, so that it would float if it descended to the sea. M. Bleriot said, however, that he had absolute control of the machine throughout, and had no fear that the motor would fail. The only difficulty he experienced was the force of the wind which hurt his face and eyes badly, and the wind eddies which twisted his machine about while nearing the English coast.

ing the English coast. THE RIVALS.

THE RIVALS.

Count de Lambert came from Calais by boat to congratulate his rival. A telegram arrived from Hubert Latham who a few days ago failed in his attempt to cross the channel, saying:

"I hope to follow you soon."

Bleriot early announced that if Latham crossed today he would share the prize with him. The American consul at Calais, James B. Milner, who came here with Count de Lambert, said on his arrival that he had left Latham sitting with his head on his monoplane weeping.

Mr. Bleriot returned to Calais on the destroyer this afternoon, but will recross tomorrow for the official reception to be tendered by the Dover municipality. Afterward he will go to London, where a great demonstration it being arranged in his honor.

WRIGHTS MUCH PLEASED.

WRIGHTS MUCH PLEASED. WRIGHTS MUCH PLEASED.

Washington, July 25.—On the eve of making an aeroplane flight involving as great if not greater danger than Bleriot risked in crossing the English channel early today, Orville Wright expressed great pleasure when he learned of the success of the Frenchman.

That it was a personal triumph for

Trenchman.

That it was a personal triumph for Bleriot, however, rather than an indication of advancement in the art of flying, was Wright's idea of the significance of the accomplishment.

He spoke admiringly ing that he was one of the most daring of all aviators. Mr. Wright is familiar with the Bleriot monoplane, which, he

with the Bleriot monoplane, which, he said, is of the Antoinette type used by Hubert Latham, but antedates the latter's form of construction.

The announcement of the success of the Wright brothers several years ago stirred the French aeronauts to original effort, it is said, and while some suggested that the type of plane used by the Wrights had been developed by Frenchmen, others desired to evolve a successful heavier-than-air machine from a distinctly French idea. The successful neavier-than-air machine from a distinctly French idea. The Penaud monoplane therefore was taken up, and many of the principles developed and discovered by the Wrights were applied to the French machine. It is said that Bleriot could not with his monoplane describe, the short circles

monoplane describe the short circles which Wright made yesterday.

The Wrights are loath to discuss the comparative merits of their work and the aeroplanes of others. They take great pride in their own machine, and believe that it surpasses all others. It is said Orville Wright had expect-ed to make the channel flight lost fall

but was unable to do so on account of the accident at Fort Myer in Sep-

A LITTLE COLD WATER. San Francisco, July 25.—Army offi-cers read with interest the account of M. Bleriot's flight across the English channel and while some asserted that the Wright Brothers had done nothing so remarkable, others championed the Americans with fervor. Col. John A. Lundeen, commander of the Presidio of San Francisco, said that he considered the flight to have been more in the na-

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OURE SICK HEADACHE.

world. If the Wright brothers fall to succeed we must look to the foreign machines and in the language of the THEN COMMITTED ture of an experiment than to have demonstrated the true value of the aeroplane as a machine of war. Col.

JOHN L. ROEDER DEAD.

At Battle of Waterloo Acted as Or-

neroplane as a machine of war. Col. Lundeen said:

"The machine used by M. Bleriot, as I understand it, was a little one capable of carrying only the aviator. This is a start, it is true, but can be considered only an experiment of doubtful value. The United States signal corps is conducting tests at Fort Myer of the Wright brothers' machine that go further than an isolated experimental derly to Gen. Blucher. ther than an isolated experimental flight.

"Of course, we do not know what they can do until they do it and we must gather experience from all over the grand of the same of

THEN COMMITTED SUICIDE

Butte, Mont., July 25 .- During a period of insanity Phillip O'Connell today shot and killed his wife after making ar ineffectual attempt to murder her mother, Mrs. Oreil Fountain, two shots he fired at the aged lady going wild. O'Connell wound up the tragedy by sending a bullet into his own brain, his corpse being found by neighbors

ry over fancied wrongs is thought to have turned O'Connell's mind. He was a miner and came to Butte about two years ago from Boston.

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What Is a Piano Purchase Check or Piano Bond?

Further Information Regarding Same and Our

VINDICATION

READ MR. GRAHAM'S LETTER

Graham Music Bureau

The Salt Lake Music Festival Distinguished Artists

Direction FRED C. GRAHAM COMPANY Office, 65 Main St.

Salt Lake City, Utah, July 23, 1909.

Clayton-Daynes Music Co., City,

In view of an accusation brought against you by a local music company in the columns of the local papers, claiming that you ran a contest in the spring of this year, offering "Credit Certificates," and four pianos as prizes, I feel it my duty to make the following statement:

These prizes were offered by the management of The Salt Lake Spring Music Festival, which occurred in May of this year, and you were in no way connected with the same, although being the exclusive Kimball agents. The prize Kimball pianos were consigned to you, subject to our order.

tions, and I submit the following answers for their edification: Ques. 1.-Were the prize pianos given away?

Ans. Pianos were offered as prizes to societies and individuals based upon the selling of a specified number of tickets. No society or individual reached within 80 per cent of the required number to be sold. The pianos were not given away on this account

This music concern, it appears, does not understand the facts of the case and have propounded the following ques-

Ques. 2.—Were the Certificates of Credit given away? Ans. The Certificates of Credit were predicated on the selling of at least a certain number of tickets, which no one did, therefore no Certificates were issued.

Ques. 3.—If they really did issue the Certificates of Credit, why, at this late date, are they trying to find out what are Certificates of Credit?

Ans. Your company having nothing to do with the issuing of the Certificates, the above statements answer this

Ques. 4.—If they did not issue Certificates of Credit, is it not possible that a number of people who worked for them were well,-disappointed?

Ans. The Clayton-Daynes Music Company being dependent upon us for the issuing of the Certificates, we see no reason for a case of "sour grapes." Yours very truly,

(Signed) FRED C. GRAHAM. Manager Salt Lake Music Festival

Kaysville, Utah, July 23, 1909.

Salt Lake City, July 22, 1909.

Clayton-Daynes Music Co., City.-Gentlemen At a meeting of pirates one day, Each in his turn had a say, The "Boss" a plan did propose To lead the public by the nose, More tempting and brighter than the rest. He cunningly explained his writing contest,

> My object is the public to deceive, In something for nothing they readily believe. Wonderful prizes offer to man, Is excellent bait for my clover plan, But when he bites, just rope his neck , So I define "A purchase check."

> > (Signed)

T. A. BEAL,

Clayton-Daynes Music Co., Salt Lake City, Utah, Dear Sirs:-The piano bond or purchase check reminds me of the old story of "The Spider and the Fly," the piano man issuing the check being the spider, his place of business the web or snare, and the public the flies. The manager of the house goes over his stock and raises the prices on planos. For an example, we will take a \$300,00 piano; he would raise that \$100, and issue a check on it for \$85. The sucker winning (?) the check gets the hig head at being so successful in so keen (?) a contest, goes to the plane house, presents his check and pays \$315 for the plane

A certain piano house in Salt Lake a few months ago had a guessing contest and prizes of purchase checks. The writer of this article purposely gave a wrong answer, but received a letter complimenting him on his skill and presenting him with a purchase check for \$100. He took the check with him to the priced planes. They were all very much higher in price than before the guessing contest, so he didn't bite.

To sum it all up, the public has always been gullible and will continue to be so while the purchase check is allowed to live. "Come into my house," said the Spider to the Fly, "I wish to pluck your wings." Yours truly, (Signed) A. S. THOMSON, Kaysville, Davis County, Utah.

The contest is now closed and at an early date the answer winning the \$10 cash prize will be published in this paper. We desire to thank the public for the many answers we have received and regret that more could not have been published. We have endeavored not to let our personal opinion regarding the "Purchase Check" method of selling pianos influence this public investigation, having published only the opinions of others.

We considered our move very carefully before entering into this contest, realizing fully that some might not agree with us in our stand, however, we are sure that much valuable information has been given of the public.

Clayton-Daynes Music Co.

109-113 Main Street

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