

WRIGHT AIRSHIP MEETS DISASTER

Blade of Propeller Snapped,
Causing Aeroplane to Turn
Turtle and Come Down.

LIEUT. SELFRIDGE KILLED.

Orville Wright Had Leg and Several
Ribs Fractured—Expected to Re-
cover—Continue Experiments.

Washington, Sept. 17.—After having drawn the attention of the world to his aeroplane flights at Fort Meyer, and having established new world's records for heavier-than-air flying machines, Orville Wright today met with a tragical mishap while making a two-man flight. The aeroplane was accompanied by Lieut. Thomas E. Selfridge of the signal corps of the army. Lieut. Selfridge was fatally injured and died at 8:10 o'clock tonight. Mr. Wright was seriously injured, but is expected to recover.

CAUSE OF ACCIDENT

While the machine was entering the drill grounds a propeller blade snapped off, and hitting some other part of the intricate mechanism, caused it to over-revolve the two occupants in the debris. Soldiers and spectators ran across the field to where the aeroplane had fallen and assisted in lifting Mr. Wright and Lieut. Selfridge from under the tangled mass of machinery, rods, wires and shreds of muslin. Mr. Wright was conscious and said:

"Oh, hurry and lift the motor."
Lieut. Selfridge was unconscious. His head was covered with blood and he was choking when the soldiers extricated him from under the machine.

Dr. Watters, a New York physician, was one of the first to reach the spot and rendered first aid to the injured men. When their wounds had been bandaged, Mr. Wright and Lieut. Selfridge were taken to the Fort Meyer hospital at the other end of the field. Mr. Wright had lapsed into a state of semi-consciousness by the time he reached the hospital, and Lieut. Selfridge did not regain consciousness at all. He was suffering from a fracture at the base of the skull, and was in a critical condition. After a hurried surgical examination it was announced that Mr. Wright was not dangerously wounded. He is suffering from a fracture of his left thigh, and several ribs on the right side are fractured.

Both men received deep cuts about the head. Mr. Wright regained consciousness at the hospital and dictated a cablegram to his brother at Le Mans, France, and requested that the same message be sent to his sister and father at Dayton, O., assuring them that he was all right.

Two thousand persons were at the aeronautical testing grounds at Fort Meyer this afternoon.

Mr. Wright announced several days ago that he would take Lieut. Selfridge, who is secretary of the Aerial Experiment Association, and an aeronautist himself, in his next flight. The young officer was delighted to have an opportunity to fly in the aeroplane. He was to leave Saturday for St. Joseph, Mo., where he was to assist Lieut. Foulers in operating the Baldwin airship at the coming army maneuvers.

MOTOR STARTED

After Mr. Wright told him to get in the machine, Lieut. Selfridge took off his coat and hat and took his place in the extra seat, next to that occupied by Mr. Wright. The latter started the motor by means of a storage battery, his assistants, Taylor and Furness, turning the propellers to get them going. At 5:14 o'clock the aeroplane was released and it was noticed that it did not rise as quickly from the ground as on previous two-man flights. Lieut. Selfridge weighed about 175 pounds, the machine had ever carried before.

After gliding over the ground on its runners for 30 feet the machine rose gradually and had gained a height of 40 feet when it passed over the starting apparatus for the first time. There was a six-mile wind. The aeronautist, however, apparently had control of the flyer, which rose to a height of 75 feet as it completed the second round of the flight. This height was maintained on the third round.

While the machine was turning at the south end of the field, several thousand feet from the spectators, someone shouted: "What is that? Something fell!"

AEROPANE TURNS OVER

Immediately all eyes were on the aeroplane, and it was seen to turn over on its left side and, pausing a moment, made a complete turn and then came swooping to the earth in a cloud of dust. No effort on the part of the aviator could possibly have averted the accident. Planes and rudders were absolutely incapable of righting the machine when it had turned in that manner. Spectators, soldiers and officers ran across the field. It was fully a minute before any one reached the tangled mass.

Mounted soldiers formed a cordon around the wreckage, while others frantically endeavored to lift the heavy mass of machinery and wood that plumed Wright and Selfridge to the ground.

A piece of the wooden framework was broken off as a half-dozen men endeavored to free the injured men. As soon as they could be extricated they were taken to one side and physicians from the crowd of spectators went to their aid.

As soon as possible Mr. Wright and Lieut. Selfridge were laid on stretchers and carried to the hospital.

INJURED MEN

Mr. Wright's leg and two ribs were set by Dr. L. L. Watters of New York and Surgeon Bailey of the army. The surgeons took Lieut. Selfridge to the operating room and removed part of the broken skull over the left eye, which was causing convulsions.

At 10 minutes after 10 o'clock Selfridge died.

He had not regained consciousness. He was expecting his mother, who lives in San Francisco, to arrive in Washington this month. He is a nephew of Admiral Selfridge, and has a brother who is an officer in the navy.

Glenn H. Curtiss of the aerial ex-

There's a standard in every commodity.

Then there's always something a little better than the standard.

In flour. It's

HUSLER'S FLOUR

perment station, notified Lieut. Selfridge's family in San Francisco.

Dr. Howard H. Bailey, who attended Lieut. Selfridge, said: "His death was due to a compound fracture at the base of the skull. He never regained consciousness from the moment he struck the ground, despite the heroic remedies which were administered. There was absolutely no response to the treatment given him. He passed away peacefully."

"Mr. Squier advised the family of the lieutenant's death, and some word is expected hourly as to whether they will come here or have the body sent to the Pacific coast for interment. We have to abide by the army regulations, which prescribe that the war department shall be first advised. The body will not be removed from the hospital until word is received from the adjutant-general."

CHANGED PROPELLERS

Mr. Wright yesterday replaced the propellers which he has been using with another pair, the blades of which are six inches longer. They were used for the first time in today's disastrous flight, and many who have witnessed Mr. Wright's flights at Fort Meyer believe the change of propellers caused the accident. An examination of the broken blade showed that it had snapped off at a point one-fourth of the distance from the hub. A deep indentation of the broken piece indicated that it had struck some other part of the aeroplane.

Octave Chanute, the father of aeronautics in America, who came to Washington several days ago for the purpose of seeing Orville Wright's flights, said that if the Wrights had used but one propeller instead of two the result would have been at least as serious. Only this morning Wright had been asked the result if one of his propellers broke while the machine was in flight. "The other propeller would tend to turn the machine around," he said, "but I would stop the motor and go to the earth."

Mr. George A. Squier, chairman of the signal corps aeronautic board and acting chief signal officer of the army, was one of the first to see Mr. Wright after his injuries had been dressed. The first words Mr. Wright uttered were:

WRIGHT'S FIRST WORDS

"I guess we won't take dinner together tonight, major."

They had dinner engaged this afternoon. Mr. Wright's remarks to those about him indicated that the shock which the news of the accident would cause his family was his chief concern.

While the surgeons were at work setting Mr. Wright's leg, he asked an attendant to carry word to his assistant, Mr. Taylor, to ask him to examine the wrecked machine and ascertain if there was anything wrong with the transmission. Mr. Taylor, after examining the wreck, stated that he did

not think there was anything wrong with the transmission. Around the eye-witnesses was Charles R. Flint of New York, international representative of the Wright brothers. Mr. Flint was accompanied to Fort Meyer by Admiral and Mrs. Brownson. Mr. Flint said tonight that the Fort Meyer flights will be resumed as soon as Mr. Wright has recovered and the machine has been repaired.

Several days ago an admirer of the Wright brothers made application to a Washington insurance agent for a life policy in favor of Orville Wright. The agent applied in the regular way to the home office. Today the agent received a letter from the officials of the company, saying: "We cannot issue a policy in favor of Mr. Wright any one else in his line of work. We consider the hazard too great at this time, but it is possible that in the future certain conditions may develop which may change this view."

Representatives of accident insurance companies would not even consider a policy in his favor.

PRINCIPLE CORRECT

Officers of the signal corps and other enthusiasts at Fort Meyer were inclined to express the belief that today's accident was not due to a faulty principle, but to a defect in the propeller which was made of spruce. One of the members of the signal corps board who had been conducting the Fort Meyer tests said:

"The result of the aeroplane trials will depend on the length of time it will take Mr. Wright to recover from his injuries. This accident will, of course, seriously hamper the possibility of securing appropriations from Congress for the aeronautical work of the signal corps. The Wright brothers, however, have even more advanced ideas in regard to the air flights, and if they continue their work, it is very probable that the effect of this one accident will be overcome."

The belief was expressed by a sergeant of the signal corps that the accident had been tantamount to a previous test of its flight, but this is improbable, because the machine had been closely guarded while at the fort.

WILL CONTINUE EXPERIMENTS

Dayton, O., Sept. 17.—When asked if the accident would deter either Orville or his brother, now in France, from further tests, Lorin Wright replied:

"Decidedly not. My brothers will pursue these tests until the machines are as near perfect as it is possible to make them. If they are not killed in the meantime, and we have never felt much apprehension, knowing that both boys are cautious in the extreme."

The aged father of the injured man is at Greens Fork, Ind., and will not be advised of the accident until morning.

Lorin Wright and his sister Catherine await with much anxiety the outcome of their brother's injuries.

MARTYRS TO CAUSE OF AIR NAVIGATION

Washington, Sept. 18.—The tragical mishap which cost Lieut. Thomas E. Selfridge, of the United States Signal corps, his life yesterday, is the latest of many resolute fatalities from man's persistent effort to conquer the air.

Leonhard, a German scientist, and Mr. Pilscher, another student of aeronautics, probably were the first martyrs to the cause of the heavier-than-air type of air craft. The former was killed in the summer of 1896 while experimenting with his "gliding machine," which is said to have furnished the first model for the Wright brothers. The latter met his death about the same way in a test of his own aeroplane.

On Sept. 3, last, Charles Oliver Jones, the Hammondsport, N. Y. aeronaut, fell to his death from his dirigible balloon, Boomerang, while giving an exhibition flight in Maine.

While it involved no loss of life the destruction to Count Zeppelin's balloon by lightning near Stuttgart, Germany, on Aug. 5, last, was one of the severest blows yet struck at aerial navigation.

A spectacular accident to a mammoth airship at Berkeley, Cal., on May 23, last, resulted in serious injury to 16 men who narrowly escaped with their lives. The airship, the invention of Capt. J. A. Morrel, was on its trial flight in full view of 10,000 people it ascended 300 feet when it suddenly burst and dropped to the ground with its crew of 16 men. One of the most remarkable escapes from death in aeronautical history was that of Gail Robinson, who sails the Knabenshue airship, at Springfield, O., July 13, 1907. Robinson fell 800 feet, the only mark of his experience being a small scratch. Every one of the bystanders who witnessed his descent expected to see Robinson dashed to pulp. At first his machine shot downwards so rapidly it was difficult for the eye to follow him. As he neared the earth, the machine slowed up and he reached ground safely.

When the people flocked to the wrecked balloon, thinking to find Robinson a corpse, he was coolly lighting a cigarette.

HONOR FOR TOLSTOI

St. Petersburg, Sept. 17.—Count Leo Tolstoi has been elected to honorary membership in the faculty of the University of St. Petersburg.

REV. J. BAUDINELLI DEAD.

Donkirk, N. Y., Sept. 17.—The Rev. John Baudinelli, formerly provincial of the Passionist fathers in the United States and Mexico, died at the Passionist monastery here today. He was born at Genoa 74 years ago.

L. A. KNICKERBOCKER DEAD.

Chicago, Sept. 17.—L. A. Knickerbocker, a well known Chicago lawyer who was prominent in civic activities in the reconstruction days after the great fire of 1871, died yesterday at the Hotel Warner, his home for a number of years.

FATAL AUTO ACCIDENT.

Newark, N. J., Sept. 17.—In a collision between a trolley car and an automobile today Estella Traphagen suffered possibly fatal injuries and Marcelle Connell fractured an arm. The two girls were riding in an automobile owned and driven by James S. Gray of Summit, N. J., who was not injured. Andrew Harris, a coachman, the fourth member of the automobile party, was badly bruised. Mr. Gray was taken into custody to await the result of Miss Traphagen's injuries.

DESTROY GUN SIGHTS AS MARK OF DISAPPROVAL

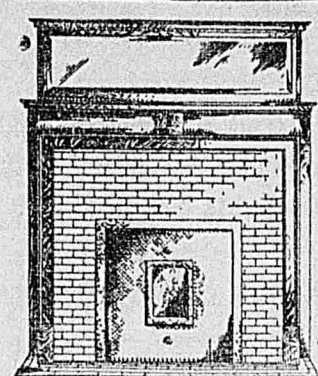
London, Sept. 17.—As a mark of their disapproval at being called out at night to repeat an evocation which had been improperly performed in the day time, the crew of the British cruiser Gibraltar, while on the way to Australia, destroyed all the gun sights on board. As a punishment, all the customary privileges of the crew, including smoking and the use of the canteen, have been stopped until the culprits are discovered. The Gibraltar is at present at Albany, West Australia, where she took part in the welcome to the American battleship fleet.

EXCURSION NORTH.

September 19th. Greatly reduced rates to northern Utah and Idaho points. Low limits. City Ticket Office, 201 Main St.

Dance at Wandamere Saturday evening; Fort Douglas band.

The next man you meet is going to the Caray act land opening and drawing Sept. 28. Oasis, Utah, or he will send his power of attorney.



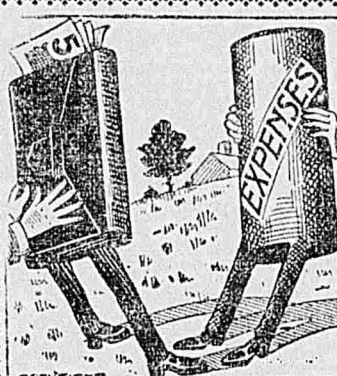
Lots of Mantels Being Purchased These Days

The finest line of Oak and Mahogany mantels, genuine piano finish, ever shown in the state, from \$50 up

You take chances when you select from a catalog. Our patent radiant grate warms the room thoroughly and was specially constructed for economy and cleanliness.

ELIAS MORRIS & SONS COMPANY,

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Our SOFT WATER PROCESS gives longer wear to your apparel; then our work is perfect.

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"THE LAUNDRY OF QUALITY." Both Phones 192. 166 MAIN ST.

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exterminator for fall house cleaning. This week's special at "The Home of Strong Health."

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A new innovation. Expert Floral Work. Choicest Cut Flowers.

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Your Physician

Will feel better about your case if his prescriptions are filled at a reliable drug store. Ask him about ours.

SCHRAMM'S,

Where The Cars Stop

Substation No. 4.

Whitney's History of Utah at Half Price.

The Deseret News takes pleasure in announcing that it has secured the sole rights to the HISTORY OF UTAH, by Orson F. Whitney, originally published by the George Q. Cannon & Sons Co.

This work, which was begun in 1890, and printed in three large volumes (the fourth volume issued being biographical, and not a part of the direct history of Utah), is one of the largest and most exhaustive histories ever compiled of any western state. The three volumes bring the history of the state from the foundation down to the year 1890, at the time of the issuance of the manifesto, and includes the history of the Church from its organization in New York. The first ten chapters are devoted to this subject.

In the three volumes are included 235 full page steel plates, mostly portraits of leading figures in the history of the State, originally obtained at a cost of many thousand dollars. The volumes each contain approximately 800 pages, a total of 2,351 pages in the three. The binding is quarto size, full morocco with gilt edges, no other style of binding being issued.

The three volumes were originally sold at \$30.00, and several thousand sets were placed throughout the state at that figure. The "News" having obtained the unsold copies of the edition, will place them on the market at the coming October Conference and sell to the first comers at HALF THE ORIGINAL PRICE, or \$15.00 FOR THE THREE VOLUMES. No single volumes will be sold. Without doubt many libraries throughout the country will avail themselves of this rare opportunity, and Utah people who desire to add this work to their libraries are urged to call at the Deseret News book store and inspect the work during Conference.

The low price at which this rare work is offered will undoubtedly exhaust the edition in a short time. The work will then be out of PRINT, so that every book-lover should avail himself of this last chance.

The original subscribers, who already have the first three volumes of the History of Utah are entitled to the fourth volume (containing individual biographies) free, by addressing George Q. Cannon & Sons Association.

The "News" has no interest in the fourth volume, the work being complete as above stated, in the three volumes, now offered at \$15.00.

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There's a big Saving on LADIES' DRESS GOODS This Week

We've hundreds of bolts of dress goods of different patterns, colors and materials and this week they're selling lower than ever before in Salt Lake. If you're a good judge of values you'll find something unusual here.

Regular 20c Brocade	13c
Regular 20c Danish Cloth	14c
Regular 60c Serge	38c
Regular 75c Kersey	52c
Regular \$1.00 Crepe	65c

These prices only give an idea. There are many more bargains just as good. There's a big variety—something for any purpose you desire.

36 MAIN STREET.

IT WAS CERTAINLY A SURPRISE

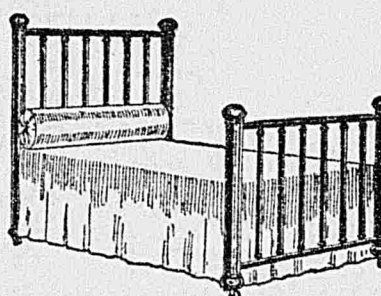
To people who know values and prices to see our present offer.

This Beautiful Sub- stantial Brass Bed \$20

And the surprise grows when they see the bed.

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in
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Autumn Opening!

Women of Salt Lake will find here a beautiful display of Women's and Children's Underwear in fall weight, and if you are providing yourselves with

WINTER WEAR

you will find unusual interest in our extensive line of winter garments. We are THE SOLE DEALERS in the exquisite

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They are made of two distinct fabrics so interwoven that the wearer enjoys the warmth of the wool fabric and the softness of the cotton.

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EXTRA INDUCEMENTS WILL BE
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A Special Offering in New
Fall Suits - - - - - \$11.95

An extraordinary value, a handsome New Fall strictly Tailor Made, in a large assortment of plain and fancy weaves—the new long, light-fitting, hip length Coat, entire coat satin lined throughout—the skirt the gored or pleated model; size from 34 to 42.

That Big Sale of Skirts, the regular \$6.50 value, for - - - \$3.95

Was a great COUNTER CROWD all day Friday, this department being the center of attraction, and Saturday two hundred more new skirts are to be added which will make choice picking. The line consists of the plain Panama in the Browns, Blues and Blacks, as well as a good assortment of fancy mixtures.

\$2.50 Heatherbloom Petticoats - - - \$1.89 Shirt Waists, 89c

This is an exceptional bargain. The skirt is made of an extra good quality of material, deep flounce, shirred and tucked.

\$5.00 Children's Sample Line Coats - - - \$2.95

An extra special offering—a special purchase that was made at a big saving, and Saturday we will put on the entire line at the above price. They come in the plain and fancy mixtures in the all wool material; sizes from 6 to 14 years.

\$3.50 Children's Dresses - \$1.75

We congratulate ourselves on being able to make you such an extraordinary offer at the beginning of the season. The Dresses are a sample line that was procured by our buyer at a great price concession, hence the reason why we are able to offer you the line at the price.

They come in a beautiful line of the all wool, fancy mixtures; are all neatly trimmed—a good assortment of colors. The sizes from 6 to 14 years.