

WRIGHT FEAT MEANS HEAVIER-THAN-AIR MACHINES WILL REPLACE UNRESPONSIVE GAS BAGS.

Orville Wright's flights over the Fort Myer parade grounds, have, according to scientific eyes, given the signal which means the death knell of the lighter-than-air flying machine.

The day of the spherical, the crude arrangements to make a spherical answer a helm; even the day of the Baldwin type of dirigible balloon, likely to be short, although these more cumbersome machines may never be relegated entirely to the junk heap.

Aeroplane flying has developed much more rapidly than did ballooning; probably because of the much greater interest of the warlike governments of Europe in any device which might prove of great value in case of international complications.

It took 200 years for the development of the balloon, until it was more than a toy, and it was only within a few years that lighter-than-air machines were made worth while dirigibles, as witnessed the interest aroused by Capt. Baldwin's flights at Fort Myer.

While a number of men have been building aeroplanes in this country and in France and Germany, for possibly several years, the inventions of all of them seem to have been made known to the public at about the same time.

Many Build Aeroplanes. The Wright brothers started several years ago with the idea that man should learn the principles which govern actual flight, the gliding part of flight, before he tried to propel his gliding machine at any great rate of speed.

Most Washingtonians remember the ill-fated Langley airship that lies now ever in the Smithsonian as a failure—and remember the way its inventor was made the object of ridicule all over this country.

Langley, however, was more unfortunate than most of the score or more of inventors who turned to the heavier-than-air craft again and again, until, at last, his fellow-inventors were slower than he. His idea failed, and the others profited by it.

Wright's Began in 1905. While the Wrights were flying down in North Carolina and in Dayton as far back as 1905, it was but a part of their experimental work, and the first really official records of aeroplane flights began in the fall of 1907, and then continued quite steadily until the present.

In October, 1907, Henry Farman, the aviator who met with such a cold reception at Brighton Beach, and the first really official records of aeroplane flights began in the fall of 1907, and then continued quite steadily until the present.

On May 3, of this year, Mr. Wright and one of his mechanics, Charles W. Furness, made a flight from Kill Devil Hill in North Carolina, in which the two kept the machine up for 3 minutes and 40 seconds.

Delagrangé Flies Ten Miles. Delagrangé, who has recently made some good flights, first appeared on the scene as a record-breaker in May, when on the 27th he flew ten miles, a performance hailed with delight everywhere by scientists.

Glen H. Curtiss, who built and operated for a time the engine which drove the Baldwin dirigible, was one of the first Americans to come into prominence through public trials of an aeroplane. The fame of the Wright brothers was in every newspaper and magazine, and scientists had heard of them, but until the summer of this year little was known of them by the world at large.

Curtiss Goes One Mile. When Curtiss, therefore, flew for one mile, winning the Scientific American trophy, in his good airship the "June Bug," he jumped into the limelight quite easily, for previously this country had not acknowledged aeroplanists of its own.

Three days after Curtiss' performance, Farman again took the center of the scientific stage when he won the \$2,000 prize offered by a fellow-Frenchman, by staying in the air for 20 minutes and 20 seconds. Farman's next try was at Brighton Beach on August 2, when he made 700 yards in 46 seconds.

On September 5, Wilbur Wright made about 15 miles in 20 minutes, while the next day Delagrangé made 24 miles in 25 minutes and 25 seconds, the record which stood until yesterday evening.

Balloon Boston Lands At Bridgewater, Mass. BRIDGEWATER, Mass., Sept. 10.—The balloon Boston, in which Charles J. Gillette, of Boston, and Prof. H. Helen Clayton, of the Blue Hills Observatory, ascended from Springfield at midnight, landed here at 5:20 a. m., today, after being in the air 4 hours and 45 minutes, and covering eighty-two miles.

PARTRIDGE LIBERATED UNDER \$5,000 BAIL. District Attorney Still Investigating Charges of False Pretense Against Promoter.

Robert M. Partridge, promoter of corporations, who in court a short while ago declared he was interested in more than a hundred stock companies, and who was indicted recently on charges of obtaining money under false pretenses, today furnished \$5,000 bail and was released from custody. James D. Richardson and Maj. William S. Hodges were sureties on the bond.

The District Attorney's office is still investigating Partridge's dealings in some of the financial ventures which he launched, and it is believed that interested many prominent men in Washington in them, in addition to the Rev. Father Eugene of St. Martin's Church, who swore out the warrant on which he was arrested three weeks ago in Virginia.

Partridge's troubles started a few months ago, when a suit was brought by stockholders in a lumber company which had created for an accounting of the money which they had placed in the company's treasury. The suit was brought by Attorney James S. Easley-Smith, Partridge delayed presenting the company's books to the court when called upon to do so. He declared at first that he did not know where they were, but later admitted that he thought some man in Virginia had

ALMOST LOST FORTUNE IN JEWELS



MRS. JOHN WARD, NEE REID, Daughter of Ambassador to England, Who Disturbed Burglars as They Were Ready to Make Away With Her Property.

Richmond Blues Lose Regalia When Baggage Car Is Burned

Virginia Military Company Goes Without Uniforms in Big Parade in Boston With Governor's Foot Guard.

NEW HAVEN, Conn., Sept. 10.—Arriving in this city shortly before day-break this morning the Richmond Blues, composed of the members of the first families of old Virginia, had their biggest military parade ever given in a Northern city outside of New York spoiled when their train caught fire at the New Haven union depot and the cars containing all their brilliant uniforms were burned.

The train of Blues came here as the guests of the Governor's Foot Guard, and the biggest military parade ever held in this city was planned for this afternoon. It was the first appearance of a Southern military company in this city since the civil war, and New Haven was in fête to honor the Southerners. The elaborate bear skins and gorgeous costumes of the Blues were to be worn as the crowning dress parade feature of the march, and the Governor's Foot Guard of this city has its most elaborate uniforms ready for a companion gorgeous military military display.

AEROPLANE TO MAKE FLIGHTS AT FT. MYER

(Continued from First Page.)

the maneuvers over his head, "that appropriated the money for the Langley experiments, and have taken an interest in flying ever since.

"I think that in ten or fifteen years people will be traveling about the air as they are now traveling about the country in automobiles. I remember not many years ago Senator Depew and John Jacob Astor and I composed a board of experts who were to judge an automobile contest from New York to Ashley on the Hudson. Only two cars got there out of all that started. Today they can go anywhere, apparently.

"This is a wonderful performance. Wright flies so easily. He has as good control over his machine as has a chauffeur over an automobile.

"The place for these trials, though, would be the Staked Plains, where there are miles and miles of perfectly level country and where there would be nothing to interfere for days at a time."

When a newspaperman asked the general if he would like to see the change coming from the old methods of warfare which he used in the past against the Indians, he smiled and laughed a big "yes," but he did not seem to care to discuss the possibilities of the aeroplane in warfare.

No Word From Herring. Major George E. Squier, head of the board of signal corps officers, who has charge of the Fort Myer tests, has heard nothing from A. M. Herring, the inventor of a heavier-than-air machine, which is entered for the present contests and who is due here not later than Monday.

Mr. Herring has a contract with the Government and deposited the customary 10 per cent of guarantee, in his case \$2,000. It has not been decided yet whether or not he will forfeit this \$2,000 if he does not appear. As the Government loses nothing if he does not come, it is probable that he will not be called upon to lose this sum, although it can be exacted if the War Department so rules.

There is as much curiosity among army officers over the Herring machine as there is among newspapermen. There are few men, so far as is known, who

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FORMER MISS REID SAVES HER JEWELS

Burglars Disturbed After They Had Piled Booty on a Table.

GUILDFORD, England, Sept. 10.—The wedding jewels of Mrs. John Ward, who was Miss Jeanne Reid, daughter of the American ambassador, almost fell a prey to burglars last night.

Thieves entered Mrs. Ward's apartments and obtained gems and wedding gifts worth a vast fortune. They had laid their booty on a table, preparatory to packing it in grips, when they were scared away and escaped through a window.

So hurried was the flight of the burglars that they took with them only a few small pieces, worth about \$50.

When Mrs. Ward returned to her apartments last evening, she found the door of her bedroom locked. She summoned help and the door was broken in. A scene of chaos was found. The room had been ransacked and one table was piled high with gems of priceless value—the gifts of friends from all over the world.

Mrs. Ward immediately took an inventory of her gifts to see what was missing. As a result of her narrow escape, the jewels will go to a safe deposit vault.

EXCURSIONS.

Looking for some place to spend the day? You must be a stranger. You don't have to strain your eyes. Just follow the crowd to Chesapeake Beach.

It is the only salt water bathing place around Washington, and you can spend a pleasurable day there, doing the round of amusements and attractions or spending it quietly along the beach or boardwalk, or in the delightful groves along the shore.

It is really delightful at the popular Chesapeake bay resort these September days, and, although the heat of the summer is fast disappearing, it is giving way to a season that makes Chesapeake Beach with its salt breezes and sylvan beauty a spot worth going miles to visit.

The excellent free dancing pavilion is the scene of gaily day and night, and Minster's Orchestra entertains thousands of the city's people.

Just follow the crowd and you'll get there. Responding to a popular demand, the Norfolk and Washington Steamboat Company will continue the special week-end trips to Old Point Comfort until further notice.

No season of the year is more enjoyable than early autumn at this famous resort. The air is invigorating and salubrious, and the hotel appointments and surroundings are all conducive to recreation and pleasure.

There are many points of interest in the immediate vicinity of Old Point, and visitors in the city will find a trip there highly enjoyable.

For these special excursions the company's elegant steamers leave the wharf, foot of Seventh street, at 6:30 p. m. on Friday and Saturday, the schedule being arranged to give excursionists from one to three days at Old Point and two nights on the water.

Combination tickets for these trips, including all accommodations, can be had at very reasonable rates at the downtown ticket office in the Colorado building, 735 Fourteenth street.

A special effort is being made to make this, the closing week at Chesapeake Lake, the most enjoyable of the season. Especially attractive musical programs will be rendered nightly at the United States Marine Band concert.

All the other attractions, including dancing, motion pictures, bowling, the illuminated pony track, all conducive to full swing, and will doubtless prove all the more enjoyable by reason of the coolness of the evenings.

The dancing was never more favorable than at present, and a vast throng of enthusiasts will undoubtedly make the trip to have a farewell vacation to witness many of the Fort Myer flights.

The same excellent car service which has obtained throughout the season will be maintained during the closing week.

BUNCOED AGAIN.

Farmer Rytap—Say, Hiram, when you were in New York last what was the worst quarter you took in?

Farmer Hardap—Why, a Canadian quarter with a hole in it, by gosh!—Exchange.

FOREIGN EXPERTS PRAISE AERONAUT

Berlin and Paris Admit Superiority of Aeroplane Built by Wrights.

BERLIN, Sept. 9.—Aeronauts at the Aero Club expressed delight, but not astonishment, at Orville Wright's aerial feat, as, since the experiments of Wilbur Wright in France, the conviction has prevailed in expert circles that the Wright brothers were capable of great things with their machines.

Captain von Hildebrandt, of the balloon battalion, one of the most prominent experts in aeronautics in Germany, summed up the general view, saying:

"Orville Wright's latest performance means a great step forward in flying technique. Nobody now can further doubt the reports of the earlier tests of the Wright brothers. These long trips which have just been accomplished prove that the machine is so solidly built that it can remain in the air as long as the benzine lasts, while from the number of turns made, it can be seen that the steering gear is excellent and that the machine answered every movement with precision.

To describe so many circles as Mr. Wright made during his flights must have forced him to give continual attention to the steering apparatus, while under ordinary circumstances the steering would not be called upon to make such a trying effort. After this most successful exploit no one can doubt the practical value of the flying machine, even although it still needs a special apparatus for starting. Henceforth technical men must devote more attention to the aerodynamic machine in which we are destined soon to see great improvements."

French Experimenters Give Their Praise

PARIS, Sept. 10.—French aeronauts are unanimously of the opinion that the great flights made by Orville Wright in his aeroplane in the United States mark a great advance in the conquest of the air, and welcome his feat particularly on account of the valuable stimulus which it will impart to the efforts of aeroplane inventors of all nations.

Mr. Wright's record-breaking performance comes most opportunely, when the various governments are beginning seriously to consider the question of extending financial and other support to experimenters in aerial navigation.

M. Bleriot said that after what he had seen at Le Mans, where Wilbur Wright is making his trials, the performance of Orville Wright did not astonish him. He was satisfied, he added, that the Wright brothers' machine was the best aeroplane yet constructed.

He was convinced that it could fly much longer than an hour, but in the absence of more details he was unable to make any definite comment. He would be greatly interested, he said, to see the Wright machine make a long flight against a strong wind. He was not discouraged, however, at the stride ahead made by the American competitor, and said that he and M. Delagrangé intended to redouble their efforts to catch the Wrights, and, if possible, to outdistance them.

English Aeronauts Are Enthusiastic Over Feat

LONDON, Sept. 9.—Major General Baden-Powell, who invented man-lifting kites in 1894 and for several years was president of the Aeronautic Society, and who is considered the greatest expert in England on aerial navigation, was much pleased when he learned of Mr. Wright's exploit at Fort Myer today.

He followed the work of the Wright brothers with keen interest ever since their experiments began, and with reference to today's record-breaking flight he said:

"Another step has been achieved and more will surely follow it. It may be fairly said that aerial navigation without the aid of gas is an accomplished fact. The ability to remain floating in midair for an hour is something more than a mere experiment. Such an achievement has practical uses of the greatest import."

The Aero Club was almost deserted this evening, a large number of the leading members having gone to Paris to watch Wilbur Wright's flights, but those who were found at the club were enthusiastic over the possibilities of Orville Wright's exploit.

A BIT LIMITED.

The inquisitive visitor to the studio of the famous but crotchety artist pronounced the query: "What do you mix your colors with?"

"With brains, sir," replied the painter in dignified silence.

"Ah," commented the visitor, "so you paint miniatures."—Pearson's Weekly.

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25c Willow Clothes Baskets, strongly made.....	19c
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