

NO LONGER "POOR LO"

Haskell Band Demonstrates Indian Progress.



The Haskell Indian Symphonic Band which is to be one of the outstanding features of the "double headline" program of this year's Chautauqua is a brilliant example of the change in the method of living of the original American.

It hasn't been so many years ago that the Indian people were generally looked down upon with pity or intense dislike. Now as a result of the educational program that has been undertaken by the Federal Government and the quick aptitude of the younger Indian people, the formerly despised Indian has become one of the brilliant sections of the great cosmopolitan American citizenry.

The foremost Indian school of the country is the Haskell Institute at Lawrence, Kansas. It is a great institution of learning to which are gathered the most brilliant members of the tribe all the way from Alaska to Florida. From this school comes the Haskell Indian Band, which is probably the most unique and certainly one of the most en-

tertaining organizations that has ever toured the western states. Chautauqua, this year, will have two programs by this famous organization, which is known throughout the country.

The programs given by the Haskell Band will illustrate the progress made in culture by the Indian people. There will be war dances and Indian music played after the primitive fashion and other parts of the program illustrating Indian methods of living before they had an opportunity at civilization.

By way of contrast another section of the program will be given in modern dress and playing modern, classical and jazz numbers.

The two programs to be given by the Haskell Band will be interesting through every minute. The Band loses no time but gives its numbers with a bewildering rapidity and enthusiastic dash that places it among the foremost entertainment attractions of the country when considered from a purely entertainment standpoint.

Broccoli planters at Wharton Bros.

NAVY OARSMEN TRIUMPH

(Associated Press Leased Wire.)
REGATTA COURSE, Poughkeepsie, N. Y., June 29.—Navy's crack plebe crew, rowing in the freshman two-mile opening event of the historic Intercollegiate regatta for the first time, swept to decisive victory today with a margin of 14 lengths over Syracuse. Columbia was third, two full lengths behind the leaders.

Cultivator shovels and weed cutting sweeps to fit all makes at Wharton Bros.

TODAY'S BASEBALL

(Associated Press Leased Wire.)
NEW YORK, June 29.—Lon Goltz tied Babe Ruth's home run total for the season by crashing out his 24th circuit drive in the fifth

inning of the Yankees' game with the Red Sox here today. White was pitching and none was on base.

American.
At Chicago—
First game—
Cleveland.....0 6 1
Chicago.....5 13 0
Batteries: Levens, Smith and L. Sewell; Blankenship and McCurdy.

McCormick and Deering binders and repairs are carried in stock at Wharton Bros.

JAILED FOR 70 CENTS

WASHINGTON, Pa.—Charles Ford was unable to pay a 70-cent city tax and was sent to jail. Five months later he was still there. But several persons heard of his plight, sent contributions to pay the tax and the court costs, which were about \$25.

FLIERS REACH GOAL IN LESS THAN 26 HOURS

(Continued from page 1.)

to the sea 300 miles of shore, and the third, containing the heroic Commander John Rodgers and three other men, came down some 300 miles short of their destination. For nine days they drifted with their seaplane, and were picked up when hope had been almost abandoned.

The flight ended today exemplified the advance which aviation has taken. Whereas the navy had found it essential to place a line of warships reaching from California's shore to the Hawaiian Islands, at 200 mile intervals, the army fliers flew without such support, and in a land plane that would have floated two to three hours. They had, however, a pneumatic life raft.

The army fliers came in through bright sunshine that had cleared away the rain and gloom of the night that shrouded their landing place. Thousands who had waited through the long night had begun to disperse when Maitland and Hegenberger came through the haze to a triumphant landing.

New Record Set.
In their flight of approximately 2400 miles, Maitland and Hegenberger completed the longest trans-oceanic airplane flight ever accomplished.

The landing was made on a rain soaked field. The huge plane taxied the entire length of the field. Then, circling, it came back to the front of the review stand, where the highest army, navy and civil authorities in the island were waiting to extend congratulations to the fliers.

The crowd, augmented by hundreds hurriedly returning to the field, went wild with joy and enthusiasm. Guns of fortresses thundered in salute as the plane stopped before the reviewing stand.

Compass Saves Flight.
Maitland said that the radio beacon on the island of Maui failed to function.

"Our compass," he said, "is what got us here. If we hadn't had that we should have been out of luck."

When asked whether they were tired and hungry, both fliers admitted that a cold chicken sandwich would appeal to them. They also told those who crowded about to congratulate them that they were somewhat tired.

"We had some coffee and sandwiches, but we could not find them, although we looked all over the plane while traveling," said Maitland.

Then, first congratulations over, he demanded: "How about a cigarette?"

Hegenberger said: "Sure, we had a lot of mean weather on the trip. Indeed we had our troubles, but we feel great satisfaction in having made the dash."

The military guard and the scores of police had difficulty in

clearing a path for the automobile carrying the flight heroes. Police lines were unable to hold back the cheering, gesticulating, almost hysterical thousands who witnessed the end of the flight. A squad of mounted police circled the plane protecting it from the crowd that swept toward it.

The fliers were presented to Governor Wallace R. Farrington, Rear Admiral John D. McDonald, and other dignitaries, who loaded them with beautiful Hawaiian flowers and leis, the native emblem of greeting.

As Maitland entered the automobile, he rubbed his hands across eyes that were slightly bloodshot. Hegenberger's eyes also looked tired and worn. Both appeared stiff from sitting long hours in their plane.

Hope Once Given Up.
The welcoming squadron of airplanes which went out with the dawn to locate Maitland and Hegenberger and escort them to Wheeler field, failed to locate the big monoplane, which slipped in by the "back way" stunning the large crowd with sudden appearance after many civilians virtually had given up hope of its safe arrival.

The long night of waiting, the rain and darkness which blotted views of the sky, had discouraged the waiting thousands until the sun broke through just before the flight's end.

The giant plane that had made the epochal flight stood like a sacred thing, guarded closely in front of the reviewing stand where it finished its voyage. No hand was permitted to touch it until the army aviation officials could make an official inspection.

Coolidge Congratulates.
RAPID CITY, S. D., June 29.—Congratulating Lieutenants Maitland and Hegenberger on their successful flight to Honolulu, President Coolidge in a cablegram today told them they had added a new chapter to the brilliant history of American aviation.

Learning of the landing of the army fliers, the president immediately instructed this cable to be sent: "I am glad to extend to you on behalf of our people hearty congratulations upon your fine achievement. You have added a new chapter to the brilliant history of American aviation of which we are proud. Your success marks a further step in the art of flying, combining as it does the supreme skill of the pilot with the wonderful accuracy of the navigator, and furnishes a striking evidence of the efficiency of our air force."

Bad Weather All the Way.
WHEELER FIELD, Island of Oahu, Hawaii, June 29.—Here's the story of the flight as told by Lieutenants Maitland and Hegenberger: "We made the flight by dead reckoning with the aid of a few celestial observations."

"The radio beacon worked for the first hour after we took off from Oakland and then went off. It came on again for a short time last night, however.

"When we landed we had enough

gas left for an additional 800 miles of flying. There were more than 250 gallons left.

"We fought unfavorable weather conditions all the way. During the night we flew at an altitude of 10,000 feet in order to get above the clouds so we could see the stars."

"During the daylight hours, virtually all our flying was at a height of 500 feet, to be under the clouds.

"We did not always know our location, but we didn't get lost."

The aviators said they had motor trouble about midnight in the center motor of the big plane, but it was functioning perfectly when the fliers landed.

Not to Fly Back.
WASHINGTON, June 29.—Lieutenants Maitland and Hegenberger will not fly back to the United States, and the plane with which they reached Hawaii will be left there for inter-island flying, the war department decided today.

Byrd Congratulates.
ROOSEVELT FIELD, N. Y., June 29.—Complimenting with a request from the America, Grover A. Whalen, vice president of the America Trans-Oceanic company, backers of the Byrd flight, today sent the following message to the army fliers who flew to Honolulu: "Commander Byrd, U. S. N., commanding the America, while in flight to Paris, learned by radio of your own epochal accomplishment and has asked me to congratulate you by cable."

\$10,000 Offer Spurned.
HONOLULU, T. H., June 29.—Lieutenants Maitland and Hegenberger declined an offer of \$10,000 for exclusive rights to the story of their flight from Oakland, California, to Hawaii.

Soon after their arrival at Honolulu by automobile from the landing field, they were given the tender by a Honolulu attorney representing a San Francisco newspaper.

"I can't do it," said Maitland, shrugging as if refusals of offers of \$10,000 were every day occurrences to him.

Hegenberger said nothing when the offer was made but shook his head a few minutes later, when the gist of the proposal, made in a cablegram, was read to him.

IT WAS A TOUGH EGG

WASHINGTON—An egg shell may be thin, but it is no fragile. An egg placed beneath the giant testing machine at the Bureau of Standards withstood a pressure of 51 pounds before it was crushed. Two hundred tons was required to demolish a foot-square piece of timber.

SUITABLE PUNISHMENT

EAST PORTAL, Cal.—A year ago, a wife beater was brought before Judge Orrin Allen. Said the judge: "If you are brought here again I'll knock your block off." Recently the man faced Judge Allen again. There was a thud and a fall. The wife-beater was out for the count.

BAD WEATHER DEFIED AFTER USELESS WAIT

(Associated Press Leased Wire.)

lessen our chances of finding out what we want to know by pushing away to a hurried start."

Byrd hopes to learn many facts concerning general rules by which it is believed winds over the ocean are governed for the use of future trans-oceanic aviators.

Letters Taunt Byrd.
Despite his repeated assertions that he was in no hurry, however, it was generally believed that Byrd left when he did today at least partly because he felt that he was losing prestige. It became known that he was receiving in recent days many sarcastic letters and telegrams concerning the delays of his flight and it was thought these might have carried enough weight with him to tip the balance in favor of a take-off when the weather became fairly favorable.

Commander Byrd left without any further information concerning his plans after reaching Paris. It has been variously rumored that he intends to fly back, that he will continue around the world, and that he will fly to several other countries after landing at Le Bourget field.

Byrd has repeatedly declined to confirm these reports, stating that any decision concerning flights in the America must come from Rodman Wanamaker, financial backer of the flight. Wanamaker himself has refused to divulge what his plans for the America are after Byrd lands at Paris.

Emergency Arises.
ROOSEVELT FIELD, N. Y., June 29.—Informed by the Associated Press at 9:50 a. m. today that Commander Byrd had wireless from the America the request for all stations to stand by, while he "pumped" gas, Grover A. Whalen, vice president of the company backing Byrd's flight to Paris, explained a pre-arranged plan to meet the emergency which has developed in the difficulty with the America's compass.

"The Associated Press message means that Commander Byrd is emptying into his main gas tank the gasoline he carried along in 27 extra 5-gallon tins. This pumping is being done by hand, and the cans, which Commander Byrd reported were interfering with the compasses will be dumped overboard. While this pumping is going on, there would be a serious menace of fire if Lieutenant Noville attempted to send wireless messages. I think it will require an hour or more to complete this pumping. During that time, we shall probably not receive messages from the America. However, the plane's automatic call, WTW, will be sent out."

Wind Unfavorable.
HALIFAX, June 29.—The following messages signed by Commander Byrd were intercepted (this afternoon):

"We wire our best wishes to Maitland and his crew. We are keeping a sharp lookout for Nungesser. Wind does not help us at surface. Good at half mile. We think we are getting some scientific data."

The second message read: "A message for good old Floyd Bennett. Tell him we miss him like the dickens and are thinking of him."

Paris Ready to Welcome.
PARIS, June 29.—Com. Byrd and his trans-Atlantic flying companions had scarcely hopped off from New York before the program for their reception here began to take shape.

President Doumergue hopes to receive these new trans-Atlantic birdmen Friday afternoon at the time of his reception of the New York to Germany fliers, Clarence Chamberlin and Charles Levine.

Commander Byrd will stay at the Continental hotel with Herbert A. Gibbons, European representative of the Byrd flight, and Chamberlin and Levine at the Ambassador hotel.

The Aero club of France hopes to receive Byrd, Chamberlin and Levine Friday, while Sheldon Whitehouse, American charge d'affaires, plans a luncheon for them Saturday.

Commander Byrd's principal engagement is a Fourth of July dinner at the American club.

RUGS! RUGS!

BEFORE WAR PRICES

	REG. PRICE	OUR PRICE
9x12 Winton Velvet	\$65.00	\$45.00
9x12 Palisade		
Axminsters	\$60.00	\$40.00
8.3x10.6 Spec. Madison		
Axminster	\$55.00	\$35.00
27x54 Velvet, all wool	\$ 4.50	\$ 3.25

We Also Carry Large Stock
Linoleums

Powell Furniture Co.

238 N. Jackson

Infanta



Rumor recently named the Infanta Beatrice, daughter of King Alfonso of Spain, as a possible entry in the handicap for the hand of H. R. H. the Prince of Wales. This is a new picture of her highness.

CELEBRATE

IN OAKLAND, ORE.

THREE BIG DAYS, JULY 2, 3 AND 4

A REAL ROUNDUP AND RODEO

Staged by the Oakland Gobblers and Ray Adams

"RIDE 'EM COWBOY"

THREE CARLOADS
OF
BUCKING BRONCHOS

\$200 In Bucking Prizes
\$500 In Flat Race Prizes
Special Racing Events

Steer Bulldogging--Bareback Riding
Relay Races--Trick Riding
Roman Races--Cowboy Clowns

Dancing Saturday and Monday Nights, Baseball Games, Band Concerts

PATRIOTIC PROGRAM
Ten o'clock a. m.
SATURDAY, JULY 4

Admission to the Rodeo Grounds
Including Grandstand and Parking Privileges
\$1.00

Picnic Grounds Open All Day
With Camping Privileges
CELEBRATE WITH US!

