

WRIGHT REPEATS FEAT OF FLYING

American Aviator Again Shows Frenchmen How to Do It.

AFTER TWO FALSE STARTS

Sails Up and Down Field With Ease and Mastery Over Aeroplane and Lands in Front of Grandstand.

LEMANS, France, Aug. 10.—After two false starts, Wilbur Wright, the Dayton, Ohio, aviator, made a successful ascension here this morning at 8 o'clock this evening. The machine flew about two kilometers (1.24 miles) in 1 minute and 42 seconds, official time. Owing to lateness of the hour, Mr. Wright decided not to try a longer run. The flight was viewed by several thousand people. The evolutions of today were carried out with the same ease and mastery as those of Saturday. Mr. Wright caused the machine to swoop out of a direct line of flight and to describe two loops like a great figure 8.

Makes Two False Starts.

The first false start was due to the clumsiness of an assistant, who held onto the aeroplane too long, thereby causing its righting to touch the ground and giving the machine such an unmanageable tilt to starboard that Mr. Wright made a landing after traveling only 50 feet. On the second trial Mr. Wright got away well, and the machine rose to 30 feet. It had traversed 600 feet when suddenly it approached too near the branches of some trees. The motor did not perform its functions properly, and Mr. Wright descended in good style.

Third Time He Succeeds.

Undismayed by these failures, Mr. Wright just at dusk again ascended and this time sailed up and down the field at varying heights and finally landed directly in front of the grandstand to the accompaniment of a burst of applause. French experts were enthusiastic in their praise of the machine and warmly congratulated Mr. Wright. It is probable that the aviator will again make a demonstration tomorrow.

NEW INTEREST IN AVIATION

Zeppelin's Feat Causes Demand for Langley's Books.

WASHINGTON, Aug. 10.—With interest aroused by Count Zeppelin's airship flight several days ago, and the tests now being held at Fort Myer, the Smithsonian Institution is preparing a booklet with requests for the works of aero-dynamics, by Professor S. P. Langley. To meet these demands the institution has prepared a booklet containing four of the principal papers written by Professor Langley on his flying machine. The "Stories of Experiments in Experimental Flight," "The Great Flying Machine," "Experiments with the Langley Aerodrome," in which Professor Langley gives his version of the last attempt to fly his airship, which ended disastrously. Professor Langley was probably the pioneer investigator and experimenter with machines heavier than air. His work spanned in flight only by their own mechanical energy. He designed and built several small models and a quarter size model of a larger man-carrying machine, which made its first flight over half a mile each, keeping in the air as long as fuel lasted. The first of these flights was made in May, 1896, over the Potomac. The small aerodrome, two driven by steam and the third by gasoline engines, are on exhibition in the United States Museum.

The latter large machine, built not long before Professor Langley's death, has never been fully tested, a break occurring in the launching apparatus at each of the two trials in 1903. Although some of Mr. Langley's models had flown short distances before he preferred to consider the flight of May 6, 1896, over 12 years ago, referred to above, as the first really successful one. Dr. Alexander Graham Bell, Mr. Frank G. Carpenter, and others, were witnesses on this occasion. It is estimated that the distance estimated by Dr. Bell at about 2000 feet or more than half a mile.

BALDWIN'S VOYAGE DELAYED

Need of New Carburetors for Motor Prevents Test.

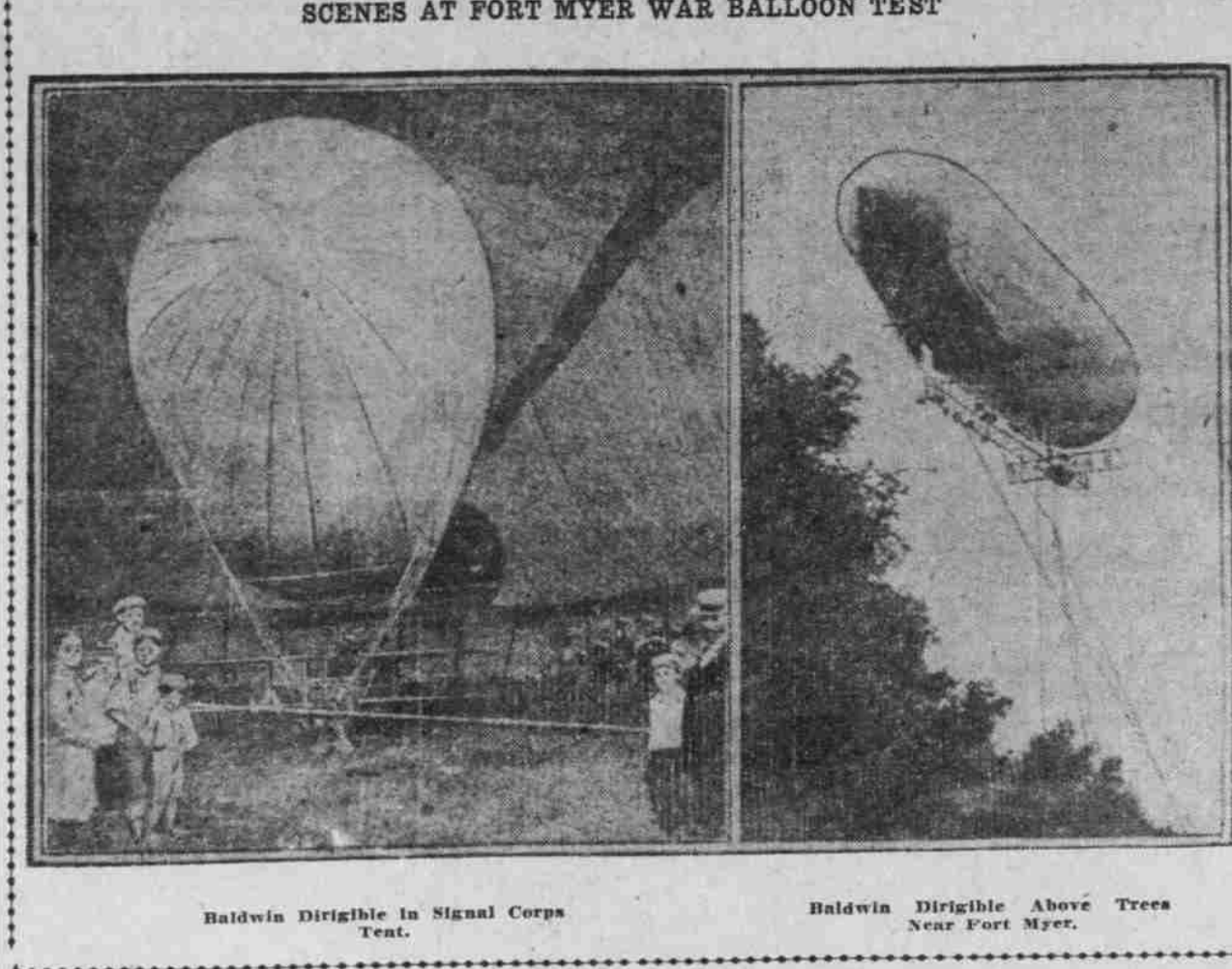
WASHINGTON, Aug. 10.—The official speed test of Captain Thomas Baldwin's dirigible balloon was not held at Fort Myer today, as planned. Glenn H. Curtiss, the builder of the motor, who went to Hammondport, N. Y., on Saturday to get four carburetors for the motor, wired Captain Baldwin last night that he would probably be unable to start for Washington until today. The failure of Captain Baldwin to attempt the speed trial on Saturday, was taken by some to indicate that he could not make the speed requirement of 16 miles an hour. When questioned Captain Baldwin said: "It has at no time occurred to me that I would not fulfill the speed requirements. I am satisfied that we will make 22 miles an hour in the official test. In our test of the motor at Hammondport, we found that they had a maximum pulling power of 280 pounds. The shape of my gas envelope reduces the resistance to a minimum, in fact, whatever head resistance there is, is compensated for by the tapering of the bag toward the rear end. The skin resistance and the resistance offered by the frame and the operators is practically all that remains to be contended with. There are any number of things which come into play, but not being a scientific man I can not explain them. I have learned the theory from practice."

FARMAN NOT DRAWING CARD

French Aviator May Abandon His American Tour.

NEW YORK, Aug. 10.—Henri Farman, it is said, will possibly return to France by an early steamer. Under contract with a St. Louis syndicate, he has been giving exhibitions at Brighton Beach racetrack for little more than a week, but the crowds have steadily fallen off, and the exhibitions have not

SCENES AT FORT MYER WAR BALLOON TEST



Baldwin Dirigible in Signal Corps Tent. Baldwin Dirigible Above Trees Near Fort Myer.

GREEK DYNAMITER CAUGHT BY DECOY

been a success. The plans for Farman in other cities will possibly be undone. The aviator made his last local flight yesterday in the presence of a handful of spectators. T. R. MacMachen, secretary of the Aeroplane Company of New York, under which title the syndicate had incorporated, says the Farman was to have been paid \$24,000, and in addition \$200 for each flight and expenses. There was due Farman tonight a weekly salary of \$100—\$300 for flights and \$800 for expenses.

Peter Claudianos Arrested in Chicago and Waives Extradition.

CHICAGO, Aug. 10.—Peter Claudianos, who has been sought by the authorities of San Francisco because of his alleged complicity in the blowing up of houses belonging to ex-Supervisor Gallagher, was arrested here yesterday by the local police. Peter Claudianos was arrested from District Attorney Landon's office. The capture was effected by means of a decoy letter sent by the San Francisco police and received by Claudianos a moment before his arrest in the Postoffice. The prisoner's brother, John, was arrested several weeks ago in San Francisco and confessed to placing a bomb in Gallagher's residence in Oakland, Cal. Several persons were slightly injured by the resulting explosion.

CHASING ACROSS COUNTRY

Burns Sends Decoy Letter, on Receiving Which He Is Captured on Charge of Blowing Up Gallagher's House.

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HUNTING FOR BRITANN BOY

LAD SAID TO BE HELD CAPTIVE IN BLUE MOUNTAINS.

LEWISTON, Idaho, Aug. 10.—(Special.)—Cecil A. Brittan, the Walla Walla boy, 7 years old, kidnapped at Toltgate in the summer of 1906, is either secreted in the Grand Ronde district, or the parents of the child are the victims of a plot to extort money, because of the inflammatory report that he is being placed upon parole to assist the parents in their search.

MANY ARRESTS FOR SHOOTING

Birmingham People Call for Martial Law and Disarming.

BIRMINGHAM, Ala., Aug. 10.—More than three dozen arrests have been made in connection with the shooting into a train bearing strikebreakers and soldiers near Hocton early Sunday morning in which three men were killed and 15 hurt. Negroes and foreigners are being arrested and many are being taken to the jail at Centerville, the county seat of Bibb County. Many citizens of Birmingham are calling on the Governor to declare martial law in the mining district so that the strikers can be disarmed, and where leaders are giving advice that is inclined to be inflammatory they can be deported from the state or locked up in jail. The men who were injured in the shooting are progressing nicely except Robert Sigmond, a laborer, who will probably die before night.

Trial of Treadwell Begins.

SAN FRANCISCO, Aug. 10.—The trial of James Treadwell, a director in the California Safe Deposit & Trust Company, which failed last Fall, owing to losses over \$5,000,000, on a charge of perjury, alleged to have been committed before the grand jury in connection with his testimony regarding the Colton securities, began today. He stated that he had no knowledge of the sale or removal of the securities from the safe deposit vaults. J. D. Zell Brown, manager of the institution, who confessed that the bonds were hypothecated upon the order of Treadwell. Brown pleaded guilty of felony embezzlement and was given 15 months' imprisonment in San Quentin.

M. de Rues at Port of Spain.

PORT OF SPAIN, Trinidad, Aug. 10.—The Danish steamer Christianstad was arrived here from Caracas with M. de Rues, the Dutch minister to Venezuela, who was recently expelled by President Castro, aboard. M. de Rues immediately boarded the steamer Aratro, which left this afternoon for Southampton, en route to The Hague, where he will report to his government concerning the troubles at Caracas.

MAUS SUCCEEDS FUNSTON

Veteran of Several Indian Wars Is Given Promotion.

SAN FRANCISCO, Aug. 10.—Brigadier-General Frederick Funston today turned over the command of the Department of California to Colonel Marion P. Maus, and will leave this week for Fort Leavenworth, Kan., to take charge of the cavalry school there. General Funston, whose record as a Lieutenant-Colonel in the Cuban insurrection in 1895-7 and later as Colonel of the Twentieth Kansas Volunteers in the Philippines is well known, made prompt action in turning over his troops on the day of the earthquake and fire April 18, 1906, practically taking charge of the situation in the stricken city until relieved by Major-General Greely. Colonel Maus, the new commander of the Department of California, has a record as brilliant and diversified as that of General Funston. Graduating from West Point at the age of 24, he took an active part in the Sioux, Cheyenne, Nez Perce and Apache Indian campaigns and was several times recommended for the medal of honor. Colonel Maus, at that time a Lieutenant, was with Captain Crawford when the latter in command of a small band of troops, most of the Indian scouts, pursued Geronimo's band of hostile Apaches across the Mexican line into Chihuahua and was fired upon by the Mexicans. Maus went forward to parley with four Mexican officers to get an explanation for the shooting. While the conference was in progress, the Mexicans were killed, and Maus, after reaching his troops, fought the Mexicans for five hours and inflicted a loss so severe that they fled from across the line. For this action he was awarded the Congressional medal of honor.

FIREMAN KILLED IN WRECK

NORTH COAST LIMITED GOES INTO DITCH IN MONTANA.

BILLINGS, Mont., Aug. 10.—A special to the Gazette from Glendive, Mont., says: North Coast limited No. 2 on the Northern Pacific, was wrecked shortly after leaving Glendive, east-bound, this evening. The train was derailed by a half-dug train and passengers were injured. Two miles east of Allard, the train, while rounding a curve at full speed, ran into a burned bridge. Every car went into the ditch. The dead: Fireman. The injured: C. D. Bitch, engineer; Wilson, express messenger; three passengers, names unknown. All of the passengers injured were in the smoking car. A relief train, with physicians, left here at once and the wrecker is being made ready. The burned bridge was about 40 feet long and had been built within the past year. All west-bound trains will be delayed from ten to 15 hours.

PROTEST BY AUTO CLUB

Objects to Streetcar Track on Patton Avenue.

The Portland Automobile Club at a meeting last night received a committee from the Albina Push Club which presented the protest of the club against the proposed action of the City Council in giving the Portland Railway, Light & Power Company a franchise to lay tracks for streetcars along Patton Avenue. The committee from the Albina Club represented that this avenue was being reserved for boulevard purposes and that its location for streetcars would be a construction of streetcar tracks. It was decided by the automobilists to unite with the Peninsula people in presenting their protest to the City Council tomorrow. The committee from the Albina Club represented that this avenue was being reserved for boulevard purposes and that its location for streetcars would be a construction of streetcar tracks. It was decided by the automobilists to unite with the Peninsula people in presenting their protest to the City Council tomorrow.

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KILLED BY TROLLEY-CARS

Two Dead, Two Fatally Injured Near Chatham, Ont.

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PERSONAL MENTION.

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is not only a most efficient vitalizer and producer of new blood and tissue but the absence of that sweet taste, common to most Malt Extracts, makes it extremely palatable as well. It is invaluable to convalescents, nursing mothers, business men, tired out women, and workers of all kinds.

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The new food of malted corn flakes. It's simply the flaked kernels of hulled white corn, malted and toasted. It's delicious, digestible and different. Full of strength and energy with a flavor that pleases every palate. Ready-to-serve with cream or milk. Ask your grocer.

The only Malted Corn Flakes.

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Church work in Uganda has been greatly aided of late years by the prime minister, Apelo Kagwa, at whose home every week