

PAULHAN PROVES MASTERY OF AIR

Frenchman Gaily Cuts Capers in Biplane While Throng Applauds in Frency.

CURTISS OPENER OF MEET

Willard Goes Up Next, Then Swarm of Bird Men in Graceful Planes and Staid Dirigibles—Amateur Inventions Will Not Budge.

(Continued From First Page.)

ground to the west, made a short flight up the course, returned and alighted at the starting point. The distance, estimated by the judges at five-eighths of a mile, was covered in 25.9 seconds. The greatest height reached was 20 feet. The machine was under perfect control and the great American aviator was accorded a thunder of cheers for his feat.

Willard Makes Second Flight.

Next Charles F. Willard appeared upon the course in his Curtiss aeroplane No. 1, and after a short preliminary flight, attempted to circle the official course, which is a trifle more than a mile and a half in length. Rising to a height of 70 feet, he maintained this altitude until half the distance had been traversed, when his motor gave out and the aeroplane descended. He was in the air 1 minute and 22 seconds, the longest flight ever made by a heavier-than-air machine on the Pacific Coast up to that time. After a readjustment of the motor, Willard arose again and completed the course.

Curtiss, using the machine with which he had made the previous flight, then circled the field, an estimated distance of 1 1/2 miles, in 1:51. His maximum altitude was 200 feet, the highest flight on this coast up to that time.

Staid Dirigibles Appear.

Lincoln Beachey and Roy Knabenshue appeared upon the course with their dirigible balloons, and the latter, the grandstand at a height of 200 feet against a stiff breeze, and returning at a high speed with the wind at their backs. The dirigibles—frail-looking clear-shaped affairs—were under the complete mastery of the two pilots, who directed the balloons, and they wished and descended to earth without the semblance of a jar.

Before this time the crowd had begun to inquire for Paulhan. All was quiet at the quarters of the French aviator. Whatever work was being done in preparation for his flight was "behind closed doors," and it seemed probable that the throng at the camp would be disappointed in the expectation of seeing the holder of the mile speed record.

"That Frenchman" Pleases Himself.

"We can't do anything with that Frenchman," said Dick Ferris, master of ceremonies. "He pays no attention to rules and regulations, nor to the course laid out for the flights. I wouldn't be surprised to see him appear suddenly in his machine through the top of his hat."

That was almost what Paulhan did. While the spectators were watching the flight of the dirigible, a Farman biplane was seen quietly rising above Paulhan, then down into a gully hidden from the view of those at the starting point. Just as the dirigible and Beachey were passing over the grandstand on their return, and every neck was craned backward, there was a sudden shout, and a gaily colored man, Louis Paulhan, the motor of his Farman humming at a tremendous rate. He swung around the course and came down before the grandstand at high speed. He gestulated first with his right hand and then his left, and at times he let go the steering wheel and waved both arms and shouted to the multitude.

Brushes Top of Grandstand.

Circling the full course once, Paulhan then began a second round, but stopped at the half-way pole to cut across the field straight for the grandstand. Suddenly veering, he skimmed just above the grandstand, and finally disappearing from view to the north behind the grandstand. He soon headed directly for the stand, which he cleared from behind, passing only a few feet above the topmost row of seats and shouting greetings to the frightened crowd beneath. Passing out into the field, the machine descended in front of the Paulhan quarters.

Paulhan Remained in the Air 3 1/2 Minutes and Sailed 3 1/2 Miles.

Paulhan had remained in the air 3 1/2 minutes and sailed 3 1/2 miles. His highest altitude was 150 feet. While the dirigibles were preparing for their second flight, the irrepressible Frenchman decided to start upon another journey. Covering the full course in 2:07 2/5, he started around again and headed the starting point just as Knabenshue's dirigible had caught the wind at the head of the stretch and was coming along at high speed. Paulhan's aeroplane shot upward and soon was soaring and directly over the dirigible. The two craft raced with the wind at their backs, that of the Frenchman soon distancing the big bags.

Officials Forced to Scatter.

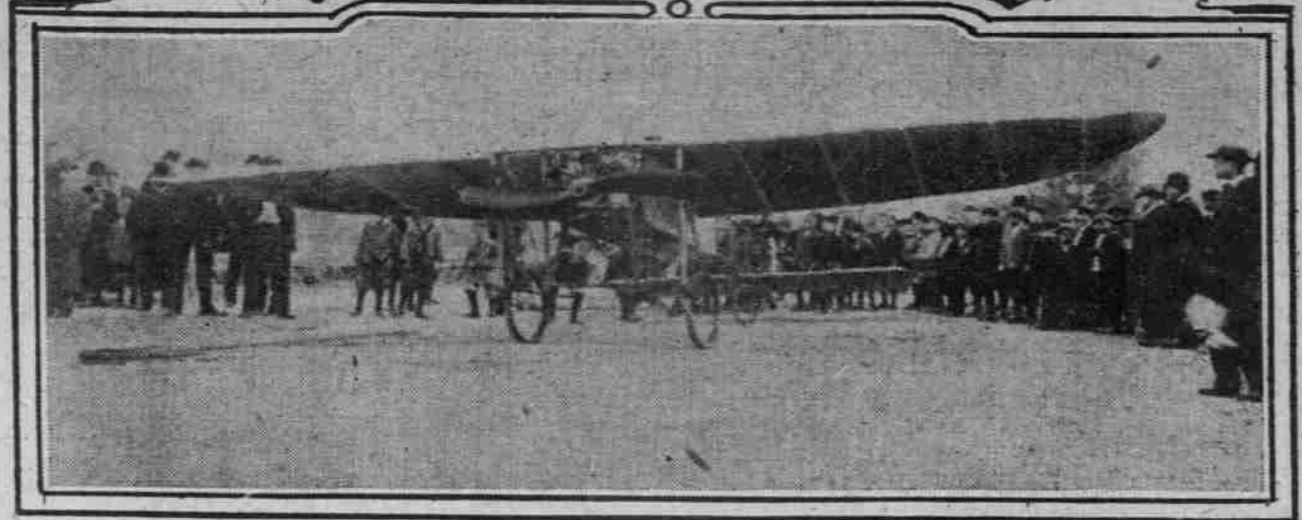
Continuing his flight at high speed, Paulhan gave a thrilling exhibition of his control of the biplane. He darted this way and that, ascended suddenly and shot downward until it seemed that he must surely wreck his aeroplane against the earth. Where groups of men had gathered on the field he scattered them with sudden dips of the machine. Once he headed directly for the grandstand, waiting until almost upon it before pointing the bow of his craft upward and skimming just above the heads of the crowd. Throughout it all he gestulated with his hands and shouted in a language understood by his countrymen, and that language loves the air and seemingly is carried away by the exhilaration of his daring performances.

On his second flight he remained up 10 minutes 2 seconds, reaching a height of 100 feet and traveling about 4 1/2 miles. In descending he just cleared the top of his own tent from the rear, alighting a short distance from the entrance.

Perfect Control Shows.

In his third flight, Paulhan arose directly in front of the grandstand, passed over it and turned back to the official course, where he rose to a height of 300 feet. Covering the mile and a half in 2:58 he took another run into the country, came back, went around the course a second time, and had started on his third lap just as Beachey, in his dirigible, and Charles K. Hamilton, in a Curtiss monoplane, had made an ascent and got under full headway.

VIEW OF TRANS-CHANNEL TYPE OF FLYER WHICH IS TO SOAR AT LOS ANGELES, AND SNAPSHOT OF FRENCHMAN WHO FURNISHED YESTERDAY'S THRILLS.



BIERLOT MONOPLANE, WHICH WILL FLY THIS WEEK.

PENALTY IS BITTER

Convicted Sugar-Weighers Get One-Year Sentence.

CHANCE OF MERCY WASTED

Judge Tells Prisoners He Might Have Shown Leniency if They Had Confessed—He Believes Higher-Ups Inspired Acts.

NEW YORK, Jan. 10.—Four former employees of the American Sugar Refining Company, convicted of under-weighing frauds were sentenced to one year's imprisonment each by Judge Martin in the United States Circuit Court here today. The men sentenced are Charles Kehoe, Edward A. Boyle, Patrick J. Hennessey and John M. Coyne.

The four were checkers on the docks of the sugar company in Williamsburg, where it was discovered that the scales used to weigh sugar imports had been tampered with. As a result the American Sugar Refining Company reimbursed the Government to the extent of more than \$200,000 for evaded duties, and employees of the company were indicted for conspiracy.

The jury convicted Oliver Spitzer, the dock superintendent and the four men sentenced today. There was a disagreement over the case of James G. Bender-nagel, the cashier of the refinery, one of the defendants.

Spitzer collapsed in court on Saturday, when a motion for a new trial for the men was argued, and it was found that he would have to undergo a slight operation for an internal disorder. For this reason, Judge Martin today did not pronounce sentence upon him, but remanded him until February 1.

In sentencing the checkers, Judge Martin intimated that he might have shown greater leniency if the men had appealed to the court "for mercy and in a spirit of penitence."

"However," said the court, "such is not their position. They challenged the verdict, they deny their guilt. They take the position that what they did was done voluntarily, without orders from higher officers—not that I believe that is the fact, but that is their position before the court."

Judge Martin denied a motion for a stay of execution.

REILLY PLEADS NOT GUILTY

Accused Letter-Thief Handcuffed to Italian Counterfeiter.

NEW YORK, Jan. 10.—Thomas P. Reilly, special investigator of the Interstate Commerce Commission, pleaded not guilty today to a charge of having taken and published without authority a letter written by Attorney General Wickham bearing on the American Sugar Refining Company prosecution.

Reilly, who had spent Sunday in the Tombs, following his arrest on Saturday, was brought in handcuffed to an Italian counterfeiter, United States Circuit Judge Hough fixed bail at \$2000.

BAY CITY TO SEE FIGHT

GLEASON MAKES APPLICATION TO SUPERVISORS.

Gleason Gives Positive Assurance San Francisco or Some Suburb Will Get Big Mill.

SAN FRANCISCO, Jan. 10.—Positive assurance was given by Jack Gleason tonight that the Jeffries-Johnson championship fight would be held in San Francisco or the immediate vicinity.

This statement followed the formal application Gleason made today before the new board of Supervisors for a permit to conduct a 45-round ring contest in San Francisco some time this year. The local law at present recognizes only 20-round fights, and this is the first time in years that a permit for a fight of a greater number of rounds has been requested.

Gleason stated that the big fight would not be held in Salt Lake City or Nevada. He said that as soon as any action was taken upon his request for a permit here, he would notify Tex Rickard, his partner in the enterprise, and that plans would then be drawn for the arena and arrangements completed for handling the contest.

"The fight will be held in San Francisco or in one of its suburbs," said Gleason. "I do not know what action the Supervisors will take on my proposition to them, but whatever it is, the fight will come off here."

Calhoun Trial Postponed.

SAN FRANCISCO, Jan. 10.—The first official act of the new District Attorney, Charles M. Fierert, was to make a motion today before Judge Lawlor that the trial of Patrick Calhoun, charged with bribery, go over until January 21. The motion was granted.

The trial of the other officials of the United Railways under indictment for bribery went over until the same date. Other grant cases on the calendar were set for February 14.



LOUIS PAULHAN IN THE BIPLANE WHICH HE FLEW IN PICTURESQUE EVOLUTIONS.

SERVICE IS COSTLY

Mails Carried Last Year at Expense of \$83,493,762.

CLERKS MAY GET LEAVE

Recommendations Are Made in Interest of Railway Mail Clerks and Increase of Ocean Mail Subsidies Is Proposed.

WASHINGTON, Jan. 10.—Transportation of the mails by railways, steamship lines and various star routes cost the Government during the fiscal year ended June 30, 1909, \$83,493,762.

These are the figures given in the annual report of Joseph Stewart, second assistant postmaster, made public today. Recommendations are made that railway mail clerks be given 30 days annual leave and 60 days sick leave; that railway postal clerks be retired by the Government when physically incapacitated, and that a railway postal clerk injured in the line of duty be granted leave, not exceeding 12 additional months with pay at 50 per cent of his regular salary.

The number of railroad routes employed by the department was 2316, aggregating 27,115 miles. The total expense of the railway service for the year was \$45,064,846. For the fiscal year of 1911 it is estimated that the expenditures for railroad transportation will be 46,200,000.

The result of the readjustment of pay for railroad transportation, effective July 1, 1909, for the ensuing four years, based upon weighing of mails, shows a decrease of \$28,200,000, or 5.38 per cent; and for railway Postoffice mail, a decrease of \$3,936,97 or 2.9 per cent.

Trolley Rates Extortionate.

It has developed that electric street railway companies in some cities demand extortionate rates for carrying the mails. Concerning this situation Mr. Stewart says:

"In view of the demand made by many electric car companies for higher rates for service, it is found desirable in some cases to substitute motor-car service. As the appropriation made by Congress for the railway mail service cannot be used for motor-car service it is recommended that \$100,000 be appropriated for the latter service."

The total expense of the foreign mail service for the year was \$2,734,665. The sum payable to the steamship companies for the sea conveyance of letter mail was 89 cents a pound to American steamers and four francs a kilogram for foreign steamers. During the year \$55,859,252 pieces of mail were sent from the United States to foreign countries and \$70,200,259 pieces were received. The amount collected by this country in postage on mails sent abroad was \$3,827,095.

In a general discussion of the foreign mail situation Mr. Stewart says:

"Mails Go Under Foreign Flags. Over 70 per cent of the vessels carrying our mails to the Orient fly foreign flags, and not a single one carrying them to Australia and South America, except to the North coast, flies the American flag."

"Our shipping to South America has been placed at a marked disadvantage by the building of fast modern steamships for service between European countries and Brazil and Argentina, under the stimulus of Government aid."

"The passage of an act to authorize the Postmaster-General to pay for ocean mail service in vessels of the second class on routes to South America, the Philippines, Japan, China and Australia, 4000 miles or more in length, outward voyage, at a rate per mile not exceeding the rate applicable to vessels of the first class as provided in the act of March 2, 1881, will, it is believed, enable the Department to secure con-

tract service to these parts of the world.

"It is shown by the report that 'On June 30, 1909, there were 1757 lines of all kinds, manned by 14,646 clerks. The total number of officers and employees was therefore 16,044, an increase during the year of 749.'"

"There were 254 railroad accidents during the year, in which postal clerks were either killed or injured or in which mail was lost or damaged."

N. C. O. IS PUSHING AHEAD

Earnest of Intention to Extend to Lakeview Appears in Activities.

ALTAIRAS, CAL., JAN. 10.—(Special.)

The Nevada, California and Oregon Railroad has stored in its yards in this city enough steel rails to lay five miles of track, and there are in its Reno yards enough more to lay twenty miles of track. Those at Reno are being brought on to Altairas, and more are arriving at Reno at frequent intervals.

Rails have been arriving here daily for some time, and those and other preparations demonstrate that the company is in earnest in its plans to push construction on to Lakeview. Or. Chief Engineer Oliver will be in Altairas this week to take charge of construction work. A contract was awarded to an Oregon company recently to grade the roadbed for the proposed extension, which will be 50 miles long.

NEWPORT TO FIX STREET

Improvement Contemplated for Chief Highway to Ocean.

NEWPORT, OR., JAN. 10.—(Special.)

The City Council in Newport has decided to improve Beach street in Nye Creek as soon as it is feasible. This is the most used street in Newport in the summer. The street, which has continued to slide into the beach and is located in the center of Nye Creek, following the creek itself from Nye Creek Hotel to the ocean.

Last year J. Burdette, who had charge of the city grading, cut a perpendicular bluff which fell down in the street. This cliff has continued to slide into the road, making it almost impassable. These slides will be allowed to continue until the land settles, when the improvement will be completed. Possibly a bulkhead will be built.

HOB0 FIGHTS BRAKEMAN

Shoots Pipe Out of Mouth When Put Off Train.

EUGENE, OR., JAN. 10.—(Special.)

James McAvoy, charged with assault with a dangerous weapon, was today bound over to the Circuit Court by Justice of the Peace Bryson. Being unable to furnish the \$500 bail, he will remain in jail until the March term of court.

McAvoy was on a freight train Saturday night when it passed through Eugene and was put off by Arthur Connolly, the brakeman, after an encounter in which the hobo had the worst of it. It is alleged that after being put off, McAvoy began shooting at Connolly, one bullet knocking the latter's pipe from his mouth.

MONORAIL CAR IS SUCCESS

Model Works Perfectly and 120-Mile Speed Is Predicted.

NEW YORK, JAN. 10.—The first exhibition in this country of the electric static monorail car, which has been ranked among the wonders of the present century, was given today in Brooklyn by Richard Scherl, the inventor, who is the son of a Berlin newspaper man.

The model, which seats four passengers and two operators, worked perfectly. Mr. Scherl believes a speed of 120 miles an hour can be maintained by a train of regulation size.

The electric lighting industry is represented in the United States by 2294 companies and municipal plants.

YOUNG MOORE DIES OF HEART DISEASE

Post Mortem Shows Inmates of Resort Not to Blame for Millionaire's Passing.

FAINTING SPELLS OFTEN

Young Wife of Dead "High Roller" Prostrated With Grief and Asks That He Be Buried in Purple Robe—Fond of Spending.

CHICAGO, Jan. 10.—Nathaniel Ford Moore, son of James Hobart Moore, the financier, died of heart disease or acute dilation, according to the verdict rendered today by the coroner's jury. Moore was found in a resort conducted by Victoria Shaw.

Testimony given by the Shaw woman and Pearl Moore, who discovered that Moore was dead, indicates that he died yesterday afternoon, but the police did not give out the news until this morning.

Rumors that Moore had died from the effects of drugs administered while in the resort were not substantiated by the evidence of the inquest. The verdict that he died of heart disease met the unanimous approval of three physicians who conducted a post mortem examination at Moore's home on the Lakeshore drive.

Heart Disease Is Proved.

"A more thorough post mortem examination could not have been made," said coroner Hoffman. "It proved conclusively that Mr. Moore died of heart disease."

Moore had long been a sufferer from heart disease, according to W. R. Mygatt, a friend, who has taken charge of the body.

"Mr. Moore had been subject to fainting spells all his life," said Mr. Mygatt. "On various occasions while driving he would be seized with a fainting attack and fall from his rig. He also collapsed ever since she was told of her husband's death. She has expressed the wish that Moore be buried in a purple robe."

Drinks Heavily, Becomes Ill.

According to the testimony of Victoria Shaw and Pearl Moore, who were taken into custody by the police but not arrested, and were released after the inquest, Moore arrived at the resort at 1:30 A. M. Sunday, in company with "Big" Fitzgerald, a saloonkeeper. Moore bought wine freely, according to the Shaw woman. He was taken ill in the morning and attended by Dr. Murray, who is said to have given him two injections of morphine. Moore continued to drink heavily and then went to bed. The proprietor of the resort that she became frightened when she found his body cold, and another doctor pronounced him dead. Police Lieutenant Daniel Kelleher testified that Moore had evidently been dead about two hours when he was called in. The body was taken to Moore's home in a private ambulance.

Mr. Moore was known as lavish with money and did not confine his spending to any one section of the country. When he was 21 years old, in 1905, he was given a check for \$100,000 by his father.

Mr. Moore is said to have given Victoria Shaw, the proprietor of the resort in which his body was found, a check for \$1500 two weeks ago. The police report that while Moore had a reputation for always carrying large amounts of money with him, only \$2.50 was found in his pockets.

COSTLY DINNERS HIS HOBBY

Young Moore Started Broadway by Lavish Entertainment.

NEW YORK, Jan. 10.—The death of Nathaniel Ford Moore in Chicago yesterday ends the career of one of New York's best-known spenders. Tiring of his meteoric career, Moore left for the West, saying he was going to fit himself to aid his father in his railroad interests.

His marriage to Miss Helen Fargo in 1906 followed a romantic courtship and a motor trip through the south of France under the chaperonage of the young woman's aunt.

Young Moore, in the Winter of 1907, caused Broadway to gasp by giving a \$20,000 dinner to a select few. Gold and diamond sleeve buttons were given away to the guests. At a dinner given on his 21st birthday, Moore gave away several hundred dollars each.

Bad Blood

Is the cause of all humors, eruptions, boils, pimples, scrofulous sores, eczema or salt rheum, as well as of rheumatism, catarrh and other troubles. The greatest blood remedy for all these troubles, proved by its unequalled record of cures, is

Hood's Sarsaparilla

In usual liquid form or in chocolate tablets known as Sarsatabs. 100 doses \$1.

KB Baking Powder

Complies with all Pure Food Laws

EBBING AND CALLING CARDS

WASHINGTON BLDG. 7th & WASHINGTON

Agents for Butterick Patterns, Nemo Corsets. Lipman-Wolfe & Co. In preparing this FEATURE SALE today our chief aim was to demonstrate in the most convincing manner the possibility to get prices down to an extraordinary VALUE-GIVING POINT. To accomplish this end we have reduced our Woolen Underwear--Hosiery to such a point that unprecedented savings are possible in this sale. Underwear and Hosiery, due to the RISE IN WOOL AND THE TARIFF, will cost a great deal more next Fall. Notice of advance in the wholesale cost of these articles was given us months ago. Here is opportunity to buy a year's supply. BUY NOW.

CLEARANCE SALE JANUARY



- 35c Ladies' Black Stock'gs, Clearance 23c
60c Ladies' Cashmere Stockings, Clearance 47c
Ladies' Peerless Black Cotton Stockings, full fashioned and guaranteed fast black.
75c Ladies' Cashmere Stockings, Clearance 45c
Ladies' Fine Black Cashmere Stockings, full fashioned, spliced heels and toes.
50c Ladies' Stockings 3 Pair for \$1
Ladies' Imported Black Cotton or Lisle Stockings, with embroidered insteps, full fashioned and Hermsdorf dye.
35c Child's Wool Stock'gs, Clearance 23c
Children's Fine Ribbed Wool Stockings, 2 x 1 rib, guaranteed fast black.
\$1 Ladies' Stock'gs 75c, 85c and \$1 for 47c
Ladies' Extra Fine Imported Black Lisle-thread Stockings, with handsome hand-embroidered insteps, all new designs.
50c Ladies' Stockings 3 Pair for \$1
Ladies' Imported Lisle-thread Hose; light, medium and dark shades of tan with silk-embroidered boots.
35c Gauze Lisle Thread Stockings 23c
Ladies' Imported Gauze Lisle-thread Stockings; a great variety of colors; light, medium and dark shades.
\$1.25 Cashmere and Silk Stockings 95c
Ladies' Black Silk and Cashmere Stockings, full fashioned. Our very best quality.
35c Ladies' Black Cotton Stockings 23c
Ladies' Extra Heavy Black Cotton Stockings, full fashioned and guaranteed fast black.
\$1 Ladies' Vests and Tights, Each 79c
Ladies' Forest Mills Fine Merino Vests and Tights.
\$1.95 Ladies' Union Suits, Clearance \$1.49
Forest Mills brand fine Merino Union Suits, ankle or knee length.
63c Ladies' Vests and Tights, Each 47c
Forest Mills medium-weight Cotton Vests and Tights.
\$1.00 Wool Corset Covers, Clearance 79c
Ladies' Wool Corset Covers, full sleeves; Forest Mills brand.
63c Ladies' Corset Covers, Clearance 47c
Forest Mills Corset Covers, long or short sleeves; medium weight.
\$1.25 Ladies' Union Suits, Clearance 95c
Ladies' Forest Mills Union Suits, medium weight. Long sleeves, ankle length.
89c Ladies' Vests and Tights, Each 69c
Extra Full Bleached Vests and Tights; long sleeves, ankle length; Winter weight
\$1.50 Ladies' Union Suits, Clearance \$1.19
Extra fine Full Bleached Union Suits; long sleeves, ankle length.
63c Vests and Tights, Each 47c
Ladies' light weight Full Bleached Vests and Tights; long or short sleeves.
\$3.50 Ladies' Union Suits, Clearance \$2.95
Munsing Union Suits, of mercerized lisle.



Agents for Dr. Yeager's Sanitary Woolen Underwear for Men and Women. \$1.25 Ladies' Union Suits, Clearance 95c. Ladies' Forest Mills Union Suits, medium weight. Long sleeves, ankle length. 89c Ladies' Vests and Tights, Each 69c. Extra Full Bleached Vests and Tights; long sleeves, ankle length; Winter weight. \$1.50 Ladies' Union Suits, Clearance \$1.19. Extra fine Full Bleached Union Suits; long sleeves, ankle length. 63c Vests and Tights, Each 47c. Ladies' light weight Full Bleached Vests and Tights; long or short sleeves. \$3.50 Ladies' Union Suits, Clearance \$2.95. Munsing Union Suits, of mercerized lisle.