

CURTISS ASCENDS OVER OCEAN WAVE

New American Record Is Set for 50-Mile Flight at Atlantic City.

CROSS WINDS LIMIT SPEED

Brookins, Winner of Altitude Prize, Swoops Within Foot of Breakers and Makes Sharp Curves and Turns With Great Skill.

ATLANTIC CITY, N. J., July 11.—Glenn H. Curtiss set an American record for a 50-mile flight in an airplane this afternoon by covering a half hundred measured miles in five-mile laps along the beach in 1 hour, 14 minutes, 50 seconds.

Curtiss was in the air 1 hour and 30 minutes and spent 1 hour, 21 minutes, 5 seconds on the course, 6 minutes and 6 seconds being deducted for the turns at the ends of the 5-mile course.

Walter Brookins, who made the world's altitude record, and Frank Coffey, his rival, flying the Wright machine, were among those who extended their congratulations over the splendid flight.

In the evening Curtiss set a new mark for quick climbing by sweeping his machine 1000 feet in the air in 5 minutes, 51 seconds.

Cross-Winds Limit Speed.

After a wait of hours for a slowing down of the sharp southerly wind from the ocean, Curtiss rose in the air at 3:22 P. M. After a short warming-up spin, he swung back over the upper break made by range flags on a boardwalk building at Massachusetts avenue and started on his long flight. Because of the cross winds that still held strong in the upper air, Curtiss never reached a greater speed than 50 miles an hour, his average for the 50 being about 40 miles. The time of each five-mile lap was as follows: First, 3:19 1/2; second, 4:01 3/4; third, 4:37 1/2; fourth, 7:23 4/5; fifth, 8:33 1/2; sixth, 7:29; seventh, 7:57 1/2; eighth, 7:30; ninth, 7:21 1/2; tenth, 7:21 1/2.

The course laid out brought Curtiss and his machine in view of the people from the inlet town to Ventnor. Practically all of Atlantic City was on the boardwalk or on the beach watching the flight, and Curtiss was repeatedly cheered as he swept over the heads of the crowd, especially in the vicinity of the big piers.

Brookins Gets Altitude Prize.

At the end of the flight Curtiss declared his engine worked perfectly and added his belief that the added weight that he was forced to carry in emergency apparatus in case of falling into the sea and the necessity of running partly into the wind to keep in the course held him back at least 15 miles an hour. Curtiss' contract entry, showing Brookins in possession of the \$5000 altitude prize won on Saturday. The Wright aviator has not yet announced whether he will go after the 50-mile prize of \$5000, which will otherwise go to Curtiss.

Brookins started up immediately after Curtiss landed from his long flight and described sharp curves and turns, ending with his first exhibition of a triple turn that almost stood his machine on end.

Brookins and Coffey then went up together, with Brookins driving, getting off well after a false start, caused by a loose running rail. Later in the day Coffey went up alone, giving a thrilling exhibition of turns and swooping.

Swoop to Breakers Made.

During his long flight Brookins made a 1000-foot swoop along the beach, just over the heads of the crowd, ending by driving his machine over the breakers, hardly a foot from the surf.

Measurements of Curtiss' quick flight were taken from the records of the same barograph used to measure the altitude reached by Brookins on Saturday. The aviator started close to the ocean and his turns were so sharp and quick that his entire flight was confined to the space between his starting point and the Million Dollar pier.

HARMON'S MACHINE SMASHED

Engines Give Out When He Attempts Flight Across Sound.

NEW YORK, July 11.—Clifford B. Harmon made an attempt to ascend to fly in an airplane from Garden City, L. I., across Long Island Sound to the residence of his father-in-law, Commodore E. C. Benedict, at Greenwich, Conn.

Not only did he fail, but his machine fell a distance of 150 feet and was wrecked. Harmon was badly shaken up, but not seriously injured. The branches of a tree having broken the force of his fall.

Harmon was off at 3:15 P. M. today, but the weight of pontoons, which he attached to his craft to insure its floating, proved too heavy, and he was forced to alight after going less than a mile.

The pontoons were removed and at 4:19 he was away again. But as he disappeared in the distance, it was apparent that his engine was missing, and when near Roslyn, L. I., less than seven miles from his second starting place, the airplane began to descend rapidly in its perilous drop to the tree tops.

When the crowd gathered, Harmon was found viewing the wreck of his craft. The engine alone was undamaged. He explained that just before he dropped only three cylinders of his engine were working, and he decided to come down as best he could. He did not say whether he would try again.

LONG FLIGHT IS UNBROKEN

Graham White Sails Over 90 Miles in 2 Hours 35 Minutes.

LONDON, July 11.—Graham White, an English aviator who was defeated by Paulhan in the London and Manchester trial, made an unbroken flight today of 90 1/2 miles to Bournemouth in two hours and 35 minutes.

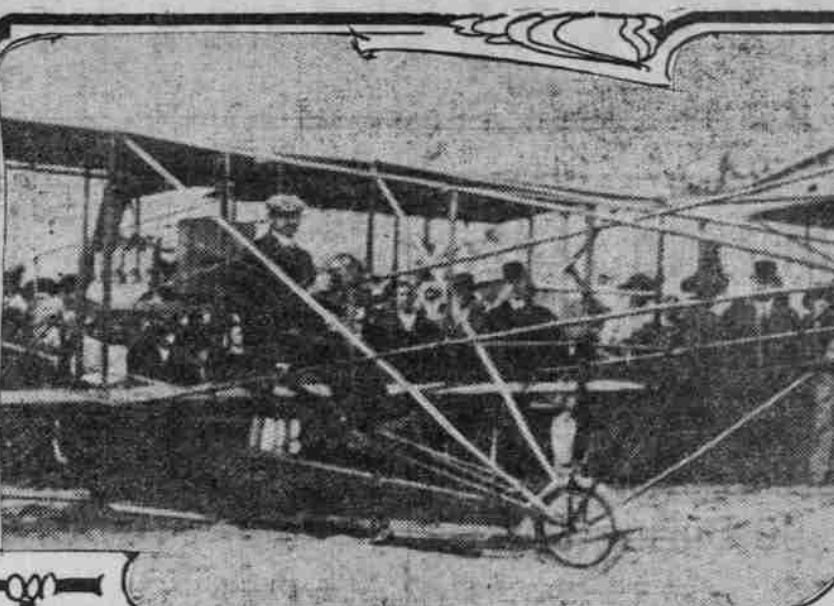
FRATRICIDE MUST SERVE

Michael Kirby, Convicted of Manslaughter, Receives Eight Years.

SAN FRANCISCO, July 11.—Michael Kirby, who shot and killed his brother, Patrick Kirby, several weeks ago in the corridor of the courthouse, was sentenced today to a term of eight years' imprisonment in San Quentin prison by Judge Lawlor.

Kirby was convicted of manslaughter. The motion for a new trial made today by his attorneys was denied.

AMERICAN AVIATOR WHO WON \$5000 PRIZE YESTERDAY.



LATEST PHOTOGRAPH OF GLENN CURTISS AND HIS AEROPLANE.

LAW IS LOOKED UP

State Department Consults on Removal of Pittman.

FAIR TREATMENT IS ASKED

Madriz Representatives Say American Prisoner of War in Nicaragua Was Taken to Managua Only for Safe Keeping.

WASHINGTON, July 11.—Several consultations were held at the State Department on the possible action of the United States in connection with the removal of William Pittman, the American engineer, from Bluefields Bluff to Managua.

Pittman had been held for several weeks by the Madriz forces as a prisoner of war. Acting Secretary of State Wilson has called in his international law advisers to assist him.

It is believed that the department will be content with instructing United States Consul Olivares, at Managua, to insist on fair treatment for Pittman, and to watch the procedure in Managua with a view to guarding against injustice.

Care of Prisoners Demanded.

Representatives of Madriz here say that the Managua government was under no obligations to keep Pittman at the bluff. They point out that as early as March this Government was notified that Madriz had ordered his subordinate not to act summarily with Americans captured, but to send them forthwith to Managua. This statement was taken, it was explained, to insure the safekeeping of prisoners.

Mail reports received at the department tell of the efforts of Madriz to raise money. Forced contributions, it is said, are being exacted particularly from those suspected of hostility to the Madriz government.

Correspondence Given Out.

Police or soldiers surround the house of the victim and shut off all means of communication during the day with Acting Secretary Wilson in relation to press reports that the department was surprised at the publication of the correspondence between President Diaz and President Taft concerning the Nicaraguan situation. The Ambassador assured Mr. Wilson that Secretary Knox had made it clear to him that the correspondence was not to be published in the United States there would be no objection to the publication of the letters, which, accordingly, were given to the press of Mexico City.

ICE MAN HAS GOOD LAUGH

(Continued From First Page.)

Hired extra teams and wagons and kept their men at work on long shifts, but the demand could not be satisfied. It is conservatively estimated by them that ten times as much ice has been used during the last two days, as usual.

Ice Cream Man Wins, Too.

The ice-cream man also came in for his share of "the killing." Factories have been working night and day to keep pace with an apparently unquenchable thirst. Everything refreshing was made unusually cold, but it did not satisfy the customer. Each wanted more, and wanted it colder.

A stampede was made to the beaches early Sunday morning and the exodus continued yesterday.

A repetition of the trouble experienced with the draw bridges Sunday occurred late yesterday afternoon on account of the expanded steel and "crawling" rails. The Burnside-street bridge stuck several times during the afternoon and traffic was delayed until it could be closed. The Morrison-street bridge draw could not be closed for 45 minutes, between 6:30 and 7:30

o'clock yesterday night, and 5000 people were held up in the blockade and jam of streetcars.

Fireboat Called Into Service.

The fireboat George H. Williams was called into service and threw water on the bridge. Assisted by a cool breeze, which sprung up as the sun slipped behind the Coast Range, the steel was eventually cooled until the draw swung back into place.

Through it all Weather Observer Edward A. Beals maintained his conservative attitude and pointed to higher heat records that Portland survived, as if to console a sweltering populace.

No rain of consequence has fallen in Portland since the heavy showers on June 10 and 11, Rose Festival week. The period from June 16 to June 22 was showery, but the amount on each of those days was scarcely sufficient to lay the dust. Since June 23 not a drop of rain has fallen in Portland and this period of 20 days is an unusually long one without rain, although it is the dry season of the year.

Following were the temperatures taken hourly:

5 A. M., 65; 6 A. M., 66; 7 A. M., 68; 8 A. M., 70; 9 A. M., 73; 10 A. M., 78; 11 A. M., 80; 12 noon, 85; 1 P. M., 87; 2 P. M., 90; 3 P. M., 90; 4 P. M., 90; 5 P. M., 90.

Bridges to Be Watered.

County Commissioner Goddard has made arrangements with Alex Donaldson, superintendent of the Street-Cleaning Department, by which he will water the bridges whenever the bridge tenders notify him.

It is probable that during the hot days this will be done each night about 8 o'clock, after the evening run. The wooden blocks used as flooring on the bridges are said to be drying out, so that they need a soaking.

The moisture is said to prevent undue expansion of the steel streetcar tracks. These sometimes lengthen to such an extent in hot weather, that it is necessary to saw off the ends to open the bridge draws, as was the case on Sunday.

Eugene Temperature Runs to 95.

EUGENE, Or., July 11.—(Special.)—The warmest days of the summer have been Saturday, Sunday and today. Tonight the weather has greatly moderated. While in different parts of Western Oregon hot weather has been reported, it has not been exceedingly warm here, probably not more than one man in a dozen appearing on the streets in shirt-sleeves. The maximum temperature was 95.

Much Cooler at Albany.

ALBANY, Or., July 11.—The temperature yesterday was the highest in two years, ranging from 84 to 99. During September, 1906, it reached the highest of the year, a maximum of 94, and in July, 1908, it reached 91. Today the highest point reached is 90. It is much cooler than yesterday and the indications are for cooler weather, considering barometric pressure. Crops have not been damaged as far as can be ascertained.

Fine Breeze Saves Medford.

MEDFORD, Or., July 11.—Yesterday, our warmest day, the temperature was about 100, but a fine breeze from the northwest prevented damage to the fruit crop. There is no damage whatever, so far, and the prospects now are for the best fruit crops ever produced in the valley. Plenty of air stirring today, with the temperature lower.

Hot Wave Killing Vermion.

SALEM, Or., July 11.—Sunday was recorded as the warmest day of the season in this city, the mercury going up to 96 degrees at 9 o'clock, remaining there until 6:30 P. M. Last Saturday the thermometers registered 95 degrees.

Loss of Appetite

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GARFIELD PLEADS FOR INSURGENTS

Ex-Secretary of Interior Sees Hope of Nation in "Progressive" Leaders.

DEBT OF GRATITUDE OWED

Speaker Declares That Surrender to "Standpaters" Means Admission That Government for and by People Is Failure.

CLEVELAND, July 11.—Cheered by an audience of "progressive" Republicans as the "people's candidate for Governor of Ohio," James R. Garfield tonight opened the fight to place Ohio in the "insurgent" column. In a two-hour speech, in which he avowed himself an "insurgent," the ex-Secretary of the interior set forth the platform upon which the "progressive" Republicans of this state will enter the Fall campaign.

The meeting was avowedly the christening of the newly organized "progressive Republican" movement in Ohio and its slogan as announced by Mr. Garfield is "Manhood first and property second."

Mr. Garfield declared that the Nation stood today in a critical situation; that confronting the country was the problem whether the fight of the "progressives" was to be carried to a successful issue or whether they were to surrender, and admit government for and by the people was a failure. He said in part:

"Take the prodigal youth, we, as a Nation have wasted our resources, sold our inheritance, acquired evil habits, but fortunately we have realized the need of radical changes in time to save ourselves.

Two to Choose From.

"At the coming election, we are to choose between two great National parties. The Democratic party, while declaring against special interests has, when in power, allied itself with special interests. Many of its leaders have been and are the recognized representatives of special interests.

"In our own state, the Democratic Governor failed to be on the people's side in the fight for a public utilities bill, and the Democratic Senators defeated that measure in the recent Democratic convention, the 'progressive' Democrats were ignored. I can see no hope for better things from Democracy as now constructed.

"How is it with the Republican party? It likewise has among its leaders some who are allied with special interests, but on the other hand, it has progressive, aggressive leaders who are the people's representatives.

Insurgents Paid Tribute.

"The country owes a debt of gratitude to the insurgent in Congress who made the fight against the domination of special interests, and who placed the common good high above party regularity.

"The real friends of conservation relied upon insurgents and their 'progressive' allies for the protection of the country against the assaults of special interests.

"Insurgent Senators prevented the passage of the Alaska bill, which in its original form might have turned over untold wealth of Alaska to a favored few.

"The real danger to the Republican party," he said, "comes from the reactionary, who is controlled by special interests and from the 'standpatter' who, because it is the easiest way, is willing to return to the weak policy of laissez faire. To follow such leaders means disaster."

INSIDE HISTORY IS TOLD

French Socialists Reveal Dealings in Famed Bank Wrecking.

PARIS, July 11.—M. Jaures, socialist leader in the Chamber of Deputies, and Premier Briand today to explain the part taken by ex-Premier Georges Clemenceau in the wrecking of the Bank of the Republic, a banker, whose financial institutions, the Franco-Spanish Bank and the Credit Minor, were closed in March, 1908.

The interpellation today was for the purpose of implicating M. Clemenceau and M. Leclaire, the perfect of police, in the B r u o M s e p a t i o n i c e t a i n a i n the Bourse speculations preceding the close of these banks, where a group of speculators cleaned up \$300,000.

The Chamber, however, adopted a vote of confidence in the government. 395 to 85. Later, with Premier Briand's consent, the Chamber voted for the

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appointment of a committee to inquire into the whole affair.

M. Briand admitted that speculators precipitated M. Rochette's arrest, but contended that the government had acted only because it was overwhelmed with complaints from investors in the province. Subsequent developments, he said, have shown that M. Rochette's companies were on a sound financial basis.

INDIAN SLAIN BY WHITE

CARPENTER DECLARES RED-SKIN ATTACKED HIM.

John Krober Gives Himself Up After Killing Savage Who Gave Him Shelter at Night.

NORTH YAKIMA, Wash., July 11.—(Special.)—John Krober, a traveling carpenter, shot and killed an Indian who had given him shelter over night Sunday, on the Satus Creek, 25 miles from Toppenish, and then rode into Toppenish and gave himself up to the authorities.

"I meant to shoot him through the back," he said, "and I guess I did. I killed him all right."

Krober's story is that he had bargained with the Indian for food and shelter for himself and three horses and that he had caught the redskin trying to steal his horses. He had returned to the house for his Winchester, found that also gone and when the Indian made for him with a knife, shot him down. Krober carried two .45-caliber six-shooters beside the Winchester.

He was on his way with his outfit to Southern Oregon. The county authorities are investigating the shooting.

SENSATION IS PROMISED

Fraternal Insurance Probe May Reveal Startling Facts.

SPRINGFIELD, Ill., July 11.—Investigation by grand juries in Sangamon County and Rock Island County, regarding the merger of the Fraternal Tribunes and the American Home Circle, fraternal insurance companies, will begin within a few days. State Attorney Magill, of Rock Island, was in Springfield today and had a long conference with State Attorney Burdett.

Mr. Magill said a number of indictments soon would be returned at Rock Island. The two prosecutors agreed that they would work together in pushing the investigation, and they predicted sensational revelations regarding the manner in which various fraternal insurance companies carried on their business in Illinois.

MILITIA TO GET MONITOR

Cheyenne Is Placed in Commission for Washington Reserves.

VALLEJO, Cal., July 11.—The oil-burning monitor Cheyenne was commissioned at the Mare Island Navy-yard today. Lieutenant Charles T. Owens, who is temporarily detached from the cruiser West Virginia, is in command of the new



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take immediate steps looking to the selection of Mr. Bowen's successor at Oregon City. Mr. Bowen came to Oregon City from Des Moines, Ia., being recommended by Archdeacon Williams, formerly rector of St. Paul's.

Rev. Mr. Bowen Goes to Sellwood.

OREGON CITY, Or., July 11.—Rev. T. F. Bowen, for nearly two years rector of St. Paul's Episcopal Church of this city, this morning announced his acceptance of a call to St. John's Church at Sellwood. He will take charge of his new parish work not later than next September 1. The vestry of St. Paul's was notified today and will probably

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