ATWOOD SKIMS AT SPEED OF TRAIN

Flight From Chicago to Elkhart, 101 Miles, Is Made in 2:14 Hours.

CRAFT SWOOPS OVER LAKE

Aviator Bent on Reaching Atlantic in Aeroplane Goes Just 19 Minutes Slower Than Railroad's Crack Flyers.

ATWOOD'S PROGRESS DURING DAY.

City.	Miles.	Hour.
Chicago	..	2:21 P. M.
Whiting, Ind.	17	3:56 P. M.
Gary, Ind.	26	4:06 P. M.
LaPorte, Ind.	89	4:51 P. M.
South Bend, Ind.	8[illegible]	5:28 P. M.
Elkhart, Ind.	101	5:45 P. M.

Distance from St. Louis to Elkhart, via Chicago, 287 miles.

Total time actually in air, 9:14 hours.

Average time, 1 minute, 23.38 seconds to the mile.

ELKHART, Ind., Aug. 15.—Skimming over the southwest corner of Lake Michigan and then over the sand hills of Northern Indiana, Harry N. Atwood, of Boston, in his aeroplane, flew the 101 miles from Chicago in 2 hours and 14 minutes without a stop today, thus completing 287 miles of his 1460-mile flight from St. Louis to New York and Boston.

Atwood made the 101 miles from Chicago in just 19 minutes slower time than the fastest train service in the United States, which covers the distance between Chicago and Elkhart in 1 hour and 55 minutes.

The Boston aviator, rising in his Burgess-Wright biplane on the lake front in Chicago, circled over the thousands gathered there at the aviation meet, and at 2:21 o'clock shot out on his journey eastward.

Birdman Lands in Hayfield.

He arrived at 5:45, settling down into a hay field. His highest altitude today was 2000 feet, reached over South Bend, Ind., but generally he kept low in order to follow the Lake Shore & Michigan Southern tracks, which fixed his course.

It was while he was out on Lake Michigan, viewed by thousands of persons lined up along the shore and sometimes hailed by the whistles of steamboats, that Atwood made his most spectacular appearance today.

Once away from Chicago Atwood hit up a high speed against a head-on wind, and cut across the corner of the lake to save a few miles. As it sped on, in the late afternoon sun, the air craft was everywhere visible from shore and boats in the distance.

Craft Swoops Low Over Lake.

For a half hour Atwood sailed over the lake, keeping not more than 300 feet high. At times, to test the variations of the air currents, he swooped low enough as almost to be able to scoop up water. Once over land again, near Pine, Ind., 23 miles from Chicago, he headed directly eastward.

At Elkhart, where Atwood planned to remain over night, faces were turned toward the West. The aviator was unable to see the grounds arranged for his reception, so he landed in a hay field, but later rose again and was received in the driving park.

After his performance today, Atwood is confident that his flight, begun with his 286 miles trip to Chicago from St. Louis, will end in Boston easily within the ten-day limit. He will resume his flight tomorrow, going to Toledo, which he hopes to reach at 2 P. M., and to Sandusky, O., where he expects to land for the night.

"If I had my way," said Atwood, "I would go right on through, stopping wherever night overtook me. Aeroplanes are losing much of their danger and becoming vehicles for practical use. The ocean-to-ocean flight will soon be in vogue."

INSURANCE PROBE GROWS

Commissioners' Convention Conducts Secret Investigation.

DETROIT, Aug. 15.—More representatives of companies under investigation were quizzed today by the special committee selected by the National convention of insurance commissioners to probe the methods of certain industrial insurance concerns doing business in the United States.

The investigation began in Detroit yesterday, and was conducted in secret, as members of the committee say the remainder will be. The committee's report is expected to be ready Thursday or Friday. It is said that something in the nature of a report may be read at the National convention of State Insurance Commissioners in Milwaukie next week.

ZIONIST COMMITTEE NAMED

Five Men to Take Up Work Formerly Done by President.

BASEL, Switzerland, Aug. 15.—After a spirited debate over the details of reorganization, the Zionist congress today elected a committee of five to have the general direction of the Zionist movement, assuming the duties which formerly fell on the president, David Wolffsohn, who at his own wish, has retired from the leadership. The members are Professor Otto Warburg and Messrs. Hantke and Schmarja Levy, of Berlin; Editor Sokoaeow, of Russia, and Mr. Jacobson, banker of Constantinople.

The congress closed with the singing of the hymn, "Hi Ikvah," amid great enthusiasm.

'BE GENTLE' EDITOR FIGHTS

Teacher of Kindness Arrested, Charged With Beating Wife.

ST. LOUIS, Aug. 15.—Albert Salomen, of this city, editor of the Humanitarian, in which he admonishes everybody to be kind and gentle, is under arrest on the charge of beating his wife and fighting with his brother-in-law.

The brother-in-law is locked up on a cross charge of disturbing Solomon's peace.

AVIATOR WHO WAS DROWNED IN LAKE MICHIGAN AND FELLOW BIRDMAN WHO FELL, AT CHICAGO MEET

TWO AVIATORS DIE

Johnstone and Badger Are Victims in Chicago.

LAKE GETS ONE; PIT OTHER

Wife Sees Young Chicago Birdman's Aeroplane Plunge Into Water. Other Victim, Also Amateur, Wealthy Pittsburger.

Above, St. Croix Johnstone—Below, Walter Brookins.

(Continued From First Page.)

turning to the United States late in the Spring, he was immediately engaged by Alfred Moisant.

Johnstone established one American record. During a flying exhibition at Mineola, August 5, he remained in the air 4 hours 1 minutes and 59 seconds.

Walter Brookins Has Fall.

Robinson, who was on the lake when Johnstone fell, said he was near Johnstone and saw Johnstone's engine explode. The plane fell rapidly into the water but Johnstone leaped out before it struck.

Walter Brookins, carrying ex-Alderman Francis Taylor, went into the pit near the spot where Badger was killed, but the machine remained upright. It crashed into the side of the dirt pile, but neither the aviator or the passenger was injured.

J. A. D. McCurdy won the 12-mile biplane speed contest in 14 minutes 41 seconds. Lincoln Beachey made faster time but was penalized one lap for fouling a pylon. Time for ten laps, 15 minutes 10.60 seconds. Parmalee dropped out after the first lap.

Results:

Results—12-mile speed contest for biplane—J. A. D. McCurdy, 14 minutes 41 seconds.

12-mile passenger carrying speed contest for biplanes—Lincoln Beachey, 10 minutes 44.76 seconds.

Fastest lap 1½ miles—Beachey, 1 minute 28.45 seconds.

SHERIDAN HOPS ARE BEST

Buyers, Inspectors and Authorities All Admire Yamhill Towns Yards.

SHERIDAN, Or., Aug. 15.—(Special.)—Sheridan hops in quality and yield promise to surpass those of any other section of Oregon and this statement bears the names of some of the best-known hop authorities in the state. The fine outlook here for the 1911 hop crop is made all the more interesting in lieu of the fact that the market is soaring and there will be some rich ranchers in this section when the crop is harvested.

The hops are slower to mature this year than usual, but they are of a firmer, sturdier stock than usual and will only be about ten days behind the last year's harvesting time.

The D'Neff brothers, of Portland, the largest hopbuyers in the state and Northwest, were through the Sheridan country Sunday in an effort to contract hops, and they made the prophecy that hops would soar even higher next year than they will go this. The D'Neffs were trying to contract for 38 cents, but even at this enormous contracting figure they were not able to buy.

NORTHERN CITIES ENTER

SPOKANE AND VANCOUVER, B. C., WOULD ENTERTAIN PRINTERS.

Cleveland Is Strongest in Claims for Convention of International Typographical Union.

SAN FRANCISCO, Aug. 15.—Spokane was added today to the list of bidders for the next convention of the International Typographical Union. The other cities contesting for the honor of receiving the Union, now in session here, are Ottawa, Houston, Vancouver, B. C., and Cleveland. The Cleveland delegation is strongest in its claims, declaring that its city will receive 150 out of a possible total of 225 votes.

Thomas S. Harold, of Vancouver, declared tonight that the northern city had all others distanced in the race.

The various committees appointed by President Lynch will work tonight preparing issues to be submitted to the convention. More than 150 propositions will be considered at the sessions of Wednesday, Thursday and Friday.

Among the most important will be proposals to change the International law affecting contracts with employers, arbitration with the Newspaper Publishers's Association and final action in the cases of unions which signed contracts for piece work before such agreements were prohibited by the referendum vote of May 17.

More than 1000 delegates and members of the Union visited Mount Tamalpais today, luncheon being served on the mountain top.

Reds to Amuse Springfield.

SPRINGFIELD, Or., Aug. 15.—(Special.)—As a feature of the big Springfield carnival which is less than a week away, an effort is made to bring to this city 50 Warm Spring Indians from the reservation to hold Indian war dances and races.

DEATHS FROM AEROPLANES IN 1911 EXCEED ALL FROM SIMILAR CAUSES IN PREVIOUS YEARS

The total of deaths from falling aeroplanes, including those of yesterday, is 69. The death roll of aviators and their passengers for 1911 is 36, or three more than the total for all previous years. The year has already justified the prediction that it will be a record year for aeroplane fatalities. This year's death roll is as follows:

January 8—Eruard Russijan, Belgrade.
February 6—Lieutenant Stein, Berlin.
February 9—Jules Noel, Douzy, France.
February 9—M. De La Terre, Douzy, France (passenger).
March 28—Joseph Cel, Paris.
April 14—Lieutenant Byasson, Chevreuse, France.
April 17—Captain E. Tarron, Versailles, France.
April 20—Louis Liete, Chalons, France (pupil).
April 24—William Purves, Baton Rouge, La.
May 1—Captain Matyewitch, Sebastopol.
May 10—Lieutenant G. M. E. Kelley, San Antonio, Tex.
May 11—Hans Bockmuller, Johannisthal, Germany.
May 11—Rene Vallon, Shanghai, China.
May 17—Addison Hartle, Los Angeles, Cal.
May 18—Pierre-Marie-Bourelique, Rheims.
May 18—Lieutenant Paul Dupuis, Rheims (passenger).
May 23—M. Benson, Hendon, England (pupil).
May 28—Ciro Cirri, Voglitera, Italy.
June 1—Marcel Pinot, San Diego, Cuba.
June 6—Lieutenant Brague, lost at sea.
June 8—Signor Mara, Rome, Italy.
June 8—Herr Schendel, Johannisthal, Germany.
June 9—Herr Voss, passenger.
June 15—Captain Princetan, Paris.
June 18—T. Le Martin, Paris.
June 18—London, Near Paris.
June 25—George Blondell, French aeronaut; drowned when dirigible balloon in which he ascended at Paris on June 24, fell into the North Sea.
June 25—Leon Corbin, passenger, drowned with Blondell.
June 29—Trochen, lieutenant French army; killed by fall of machine while attempting to make a flight in aerial maneuvers at Rheims, France.
July 13—D. A. Kreamer, amateur aviator; killed at aviation field of Aero Club of Illinois, Chicago, by fall of aeroplane while he was trying for an aviator's license.
July 14—Edward Pallette, French; killed by fall of 150 feet in aeroplane at Algiers.
July 23—Jolly, French; fell 100 feet in a monoplane at Juvisy, France, and was killed.
July 25—M. Shimansky, passenger in air race from St. Petersburg to Moscow, killed by fall. Both legs of the operator, M. Slussavenskos, were broken.
August 1—Gerald Napier, killed in England when his machine was dashed to earth by sudden gust of wind.
August 15—William R. Badger, amateur aviator, of Pittsburg, fell 50 feet at Grant Park meet, Chicago. Died on way to hospital; neck was broken.
August 15—St. Croix Johnstone, of Chicago; fell with monoplane 100 feet into Lake Michigan, after mechanical troubles; drowned.

CLARK'S BOOM FOR PRESIDENT DIMS

Speaker, Under New Rules, Is Shorn of Power to Make Name for Himself.

OFFICE IS UNIMPORTANT

Personal Popularity Is of Negative Value in Important Contest and Absence of Blunders Does Not Help.

OREGONIAN NEWS BUREAU, Washington, Aug 15.—Champ Clark Presidential stock made little or no advance during the special session of Congress, and friends of the Speaker of the House who had expected his popularity to grow steadily throughout the country are admittedly disappointed over the failure of the Clark boom to "take hold."

The fact is that Champ Clark has done nothing in the special session to increase his own popularity. He has been elected Speaker of the House, but as Speaker he has not demonstrated any peculiar fitness for the Presidency; he has not shown any new qualities of leadership, and, in fact, he has been less in the public eye than he was as minority leader in the last House.

Speaker Shorn of Power.

When the truth is known, Champ Clark has been "canned." The Speakership, under the revised rules of the House, is not what the Speakership used to be. The present Speaker is shorn of most of the powers that made his predecessors important factors in the Government, for the present House rules make the Speaker much the same in the House as the Vice-President is in the Senate, a mere presiding officer. No man ever won distinction as Vice-President, and no man will win distinction as Speaker of the House, if he follows the course laid out by Champ Clark.

It is true that Champ Clark has a large following in Missouri, and that is only natural, though even there his strength is greatly curtailed by reason of the fact that ex-Governor Folk is still a candidate for the Presidential nomination, and has the indorsement of the last Missouri Democratic convention. But outside of Missouri Clark does not appear to be making much headway, and in fact he is not trying to advance his own political fortunes in the Presidential race. Rather, he has announced over his own signature that he is not seeking the Presidential nomination, but will be content to retain the Speakership, for the time being, at least.

Popularity Has Limit.

Personally Champ Clark is popular with the Democratic members of the House, but his personal popularity does not go to the point of winning men to the support of the Clark Presidential boom. Yet it had been supposed that if Clark would show strength anywhere outside of Missouri it would be among the members of the House. But right there is where the Champ Clark boom is surprisingly weak.

The New York World recently conducted a poll of Democratic members of Senate and House, and while the poll was not complete because many Democrats were away from Washington at the time, it is believed to have been fairly representative. Out of 153 Democratic Representatives and Senators, only 26 expressed a first-choice preference for Clark, while 45 came out for Governor Wilson and 35 for Governor Harmon. Representative Underwood, of Alabama, chairman of the ways and means committee, ran almost as strong as Clark, getting 17 supporters, and yet Underwood was not mentioned for the Presidency until after he had his controversy with Bryan. In the World's poll, Folk and Governor Marshall, of Indiana, each had 14 supporters, and Governor Foss, of Massachusetts, had two. The surprising feature was that not a single Democrat expressed a first preference for Bryan, but this may have been due to the fact that the poll was taken soon after the Bryan-Underwood incident.

Opportunity Gone With New Rules.

There can be little question that Clark, had he been permitted to wield those same powers as Speaker that made Cannon and Reed great National figures, would have been able, during the special session, to add to his record in a way that would have attracted public attention to himself, and added to his political popularity, assuming he acted wisely. But as mere presiding officer of the House, without power, he has had no opportunity to shine.

Champ Clark is a politician of good practical sense, and made a forceful minority leader. In that capacity he was brought continually into combat on the floor of the House, and his many clashes with the Republican leaders kept him in the limelight. But since he took the Speaker's chair, he has had no such opportunities, and so far as the public is informed, he has not even left his impress upon the legislation passed by his party through the present House. Clark did not lay out the Democratic programme; he did not appoint the committees, he did not have anything to say about what should and what should not be done in a legislative way. Everything was shaped up by committees, or by Democratic caucuses, and Clark was out of it all.

Record Is Negative One.

He may be disappointed to find the Speakership a comparatively inconsequential office, now that he has attained it after long years of aspiration, but, for all that, he has declared a willingness and a desire to continue as Speaker. But he will not get higher unless he makes opportunities to advertise himself, and to demonstrate his fitness for a more important office.

Unless new life is injected into the Clark boom before the National convention is held, Clark is likely to be one of the tail-enders in the race, for his inactivity during the special session did not help him, and the fact that he made no blunders will not help much, for he was never in a position where he could make blunders. His record for achievement is nil.

MISHAPS BESET AUTOISTS

Ten Breakdowns Suffered by Vancouver-Tillamook Party.

VANCOUVER, Wash., Aug. 15.—(Special.)—Postmaster Crowley, ex-Judge A. L. Miller, Henry Crass, attorney for the North Bank road, and John Dixon, master mechanic for that line, and their wives, have returned from an automobile trip to Tillamook. Ten serious breakdowns and a dozen or more minor mishaps is the record they established in the run that was proposed to be a three days' outing. It resulted in a ten days' enforced vacation.

They left Vancouver August 3 and at Portland Judge Miller's car broke down. At McMinnville Crass' tire suffered a puncture. At Hebo Judge Miller's car balked and Crass towed the machine into Tillamook, four of the members hiring a rig and driving into town. After three days of tinkering the Sheriff of Tillamook inspected Judge Miller's car and in ten seconds had found the seat of the trouble and in an hour the machine was repaired.

At Nehalen Judge Miller's car lost a wheel and Crass had to drive back to Tillamook, while Judge and Mrs. Miller and Mr. and Mrs. Dixon camped out all night, waiting for Crass to return. The joy of speeding again lasted only for half a mile. Then a wheel came off Crass' car. Judge Miller drove into Tillamook, while Mr. and Mrs. Crass and Mr. and Mrs. Crowley did the camping out. When Judge Miller returned with a cone for the wheel on Crass' machine, his engine came to a standstill, a quarter of a mile from the campers.

Then it was discovered that the cone was too large for the wheel on Crass' car and both cars were stranded. A new car was sent for from Tillamook which towed both cars back to Nehalen.

With the exception of a cone grinding up in Judge Miller's machine, when they were within a mile of Sheridan, and two tires blowing up on Crass' car, nothing happened until the party arrived at Newberg. There darkness overtook them and it was discovered that the lights on neither machine would burn. Again the party had to camp over night.

The party reached Portland last night, but even then the hoodoo still pursued them. When waiting for the last ferry to take them to Vancouver it was found that Crass' machine would not budge. Passengers on the last car to Vancouver shoved the car onto the ferry.

TALK NOT ANARCHISTIC

SAN FRANCISCO RIOTERS WILL NOT BE INDICTED.

Firebrand Speech Proves to Have Been Reading of Translation of "Riddle of Universe."

SAN FRANCISCO, Aug. 15.—On the showing that the alleged anarchistic speech of Philip Perrone, which caused the street riot in the Latin quarter last Sunday, consisted in reading from a translation of Haeckel's "Riddle of the Universe," the indictable offense of inciting riot charged against four Italians was reduced to petty misdemeanor in two instances and dismissed as to the other two by Police Judge Deasy today.

The detectives making the arrest testified that they did not understand the speech, and that the crowd acted in an orderly way, except for cheering, but said they had been instructed to disperse the crowd on the complaint that residents of the quarter were insulted while going to mass.

Philip Perrone, who read from the German philosopher, was held for refusing to move on, and Nazareno Barella, who struck one of the detectives, will have to answer for battery. The men were Italian Socialists.

The meeting was held partly for discussing socialism and partly for organizing an Italian and French bakers' union under the Industrial Workers of the World.

HOT STEAM SCALDS MAN

Engineer of Threshing Outfit Not Expected to Survive Burns.

WALLOWA, Or., Aug. 15.—(Special.)—Following a boiler explosion at the Knapp threshing outfit, operating on the A. Hunter farm, two miles from this city, today, in which he was thrown 35 feet and badly scalded by the steam, George Williams, the engineer, lies between life and death, with the chances unfavorable to his recovery.

The explosion was caused by low water in the boiler, the crown sheet was blown down fully seven inches and torn from the stay bolts. Through these holes the steam and water rushed into the firebox and the resulting explosion forced both doors from their fastenings.

Williams' entire body is badly scalded, and he is in great agony.

The damage to the thresher outfit is about $250 besides loss of time.

Williams has no known relatives except a little daughter in Southern Washington.

Buggies Must Carry Lights.

MEDFORD, Or., Aug. 15.—(Special.)—Because of the new law which provides that buggies shall carry lights, M. E. Root will be unable to recover damages from Frank H. Hull, whose auto ran into him the other night. The buggy was completely demolished by the collision and Mr. Root was thrown clear of the wreckage. Mr. Root was going to sue the auto owner but on the opinion of his attorney that he could not recover because of noncompliance with the new law, dropped the controversy.

GERMANY FAVORS TREATY

(Continued From First Page.)

It has, on the whole, proved of the highest usefulness for the prevention of hasty and ill-considered agreements with other powers and for the preservation of the interests of all and every part of the American people. So long as that duty rests upon us, we must continue to perform it with courage and firmness and without evasion or abdication.

Promises Must Not Be Rash.

"There are certain questions at the present stage of human development," the report concludes, "which if thus forced forward for arbitration would be rejected by the country affected, without regard whether, in so doing, they broke the general arbitration or not. In the opinion of the committee it should not be possible under the terms of any treaty for such a deplorable situation to arise. Nothing ought to be promised that we are not absolutely certain we can carry out to the letter.

"If the third clause of article III remains in the treaty it is quite possible that the unhappy situation just described might arise and the treaty would then become, not what we fondly hope it will be, a notable instrument of peace, but an ill-omened breeder of bitterness and war. For that reason, as well as on constitutional grounds, and in the best interests of peace and arbitration itself, the committee recommends that this clause be stricken from the treaty."

Lipman, Wolfe & Co.
Merchandise of Merit Only.

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This Sale of Knit Underwear

Sample Line Kayser Make Prices Range From One-Third to a Half Regular Price

—All perfect goods and all sizes represented in each lot. A large assortment to choose from All fresh, new merchandise.

$1.50 to $2.25 Underwear $1.00

—All silk vests with hand crochet low necks. Silk lisle vests with ribbon band tops and Italian silk insertion.
—Silk lisle union suits, low neck, sleeveless, with plain or lace finished knee Low neck lisle suits, band finished tops and plain or lace finished knee.
—Silk lisle suits with crochet neck, plain knee. Lisle suits with ribbon band neck, plain knee, or plain neck and lace knee. Silk lisle suits with crochet neck and lace knee. Silk lisle suits, plain knee and ribbon band tops.
—A number of silk vests, hand trimmed, low neck. Swiss lisle vests, lace trimmed.

$1.25 and $1.50 Vests 75c

—Silk lisle vests with deep hand crochet necks. Shaped lisle vests with low necks and band tops. Extra size lisle vests with hand crochet low necks.
—Also lisle union suits with ribbon band tops and plain knees.

75c and $1.00 Vests 50c

—Silk lisle vests with ribbon band finished tops or crochet fronts. White lisle vests with band tops and crochet yoke. Extra size silk lisle vests with plain or crochet necks.

35c and 50c Vests 25c

—Swiss ribbed cotton or lisle thread vests with low necks and sleeveless, with plain or hand crochet necks. Also extra size vests with plain necks.

$2.25 to $3.00 Underwear $1.50

—Union suits of silk lisle. Some with band tops and lace knee, others crochet tops and lace knee. Plain knee suits with Irish silk insertion at the neck. Lisle thread with band tops and lace knee.

Final Reductions on Wash Dresses and Suits
Suits Selling Up to $10.00
Dresses Selling Up to $7.50
Sale $2.50

—You women who are shrewd and know the time to buy, when prices are lowest, will certainly appreciate this sale and take advantage of the low prices now marked on wash dress and tailored linen suits.
—At this time of the year all manner of sales are put forth to tempt the shopping public, but never before have we offered such high class merchandise at such a low price.

Chambray, gingham, zephyr gingham cotton foulard and lingerie dresses in every imaginable color. Plain colors, stripes, checks and plaids

—These dresses are made with high or Dutch necks and long or short sleeves, in the kimono or sewed-in styles. Smartly made, attractively trimmed. Selling up to $7.50.

Plain tailored or sailor collar linen suits in tan, blue, green and pink. Selling up to $10.00

—Styles that are all new this season.

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To the level-headed young man a savings account, added to a determination to make it large, means much.

The names of many such are enrolled on our books; and the number is steadily increasing.

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