

# The Daily Capital Journal

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## TELLS OF CROSSING CHANNEL

Louis Bleriot's Story of the First Flight From Calais, France, to Dover, England.

## 60 MILES AN HOUR

TRIP WAS MADE WITHOUT ACCIDENT AND IN THE SMALLEST AEROPLANE EVER CONSTRUCTED—CONDITIONS PERFECT—COULD HAVE RETURNED.

[United Press Leased Wire.] London, July 26.—Welcome to London by a hundred thousand cheering people, Louis Bleriot, the French aviator who yesterday crossed the English Channel in an aeroplane, was escorted to the Hotel Savoy where the formal presentation of the Daily Mail's \$5000 prize took place. Lord Northcliffe, in presenting the Daily Mail's prize, offered to the first aviator to cross the channel in an aeroplane, complimented Bleriot highly upon his achievement. Bleriot reiterated his declaration made this morning, that his feat was worth more to him than the cash prize and expressed in a few words the happiness he felt over the achievements. His wife, who accompanied him to the city, expressed her delight over her husband's success. Dover, England, July 26.—Count-

ing as naught the prize of \$5000 awarded him for crossing the English Channel in an aeroplane, Louis Bleriot, the French aviator, declared today that he most enjoyed the honor of being the first man to cross the channel.

Bleriot's flight, made in one of the smallest aeroplanes ever constructed, is the topic of conversation throughout the British empire today. Starting from Les Banques, France, at 4:30 a. m., the aviator landed at Dover at 4:53 a. m., the average speed of the flight being 60 miles an hour, which is twice as fast as the swiftest mail boat, and the distance covered 22 miles.

Declaring that he was through with aeronautics, having promised his wife that he would fly no more, Bleriot today told the story of his achievement.

"It is more important to be the first man to cross the English Channel by aeroplane than to have won the prize of \$5000," said Bleriot. "Nevertheless, I must first acknowledge the Daily Mail's recognition of the importance of aviation in offering a prize, which I have had the honor to win. I am glad I won it."

"I am more than happy that I crossed the channel. At first I promised my wife I would not make the attempt. Then I determined that if one man failed, I would be the first to come and I am here."

At 2:30 this morning I arose in the Terminus hotel, Calais and at 3 o'clock departed with my friend Le Blanc in an automobile to Barraques. On the way we noted that the weather was favorable for my endeavor. We therefore ordered the torpedo destroyer Escopette, generously placed at my disposal by our government, to start at 4:30 a. m. We went to the garage and examined the aeroplane, which is my eleventh. I started the engine and found it worked well. All was ready for the start and at 4 o'clock I took my seat on the aeroplane and made a trial flight of a quarter of an hour around Calais. Having completed it I descended to the cliff from where I intended to start. Here I waited for sunrise, the conditions of the Daily Mail prize requiring that I fly between sunrise and sunset.

(Continued on page 4.)

## SUTTON MATTER STILL ON

His Death May Cause Congressional Examination of Affairs at the Naval Academy.

## DEHAR HAD A GUN

TESTIMONY SHOWS THAT OSTERMAN OR SOME ONE HANDED GUN TO HIM—AT SAME TIME SHOWS THAT TRUE STORY OF THE DEATH IS SUPPRESSED.

Annapolis, July 26.—Pursuant to his promise to recall every witness in the inquiry into the death of Lieutenant James N. Sutton, Attorney Davis today examined Lieutenant Osterman in an effort to learn whether or not he handed a pistol to Sergeant Dehart on the night of the tragedy. Osterman denied giving the sergeant the weapon.

Javis' action was the result of testimony in which it was stated that Osterman had given Dehart a gun. Osterman could not remember who gave Dehart the gun.

When Davis heard this story he declared that he would call as witnesses every man who had heard the fracas, to ascertain whether the sergeant's story was true or not.

Washington, July 26.—Influence is being brought to bear upon senators from western states to begin a congressional investigation into the affairs of the marine corps, as the result of the present inquiry at Annapolis into the death of Lieutenant James N. Sutton Jr. Senators Chamberlain and Bourne of Oregon are particularly interested in the matter, the dead lieutenant having been a resident of Portland at the time of his appointment to the Annapolis navy academy. Senators Flint and Perkins are also known to be personally concerned over the affair, the Suttons having lived in California at one time.

Although they are very busy with the tariff bill, members of congress have been watching the Sutton case closely and it is thought probable that an investigation into general conditions in the marine corps will be ordered this fall, no matter what the outcome of the present hearing may be.

It is charged that since the preparation of marine corps business was turned over to "schools of application" that politics has had much to do with the issuing of commissions. One western senator, whose name is not divulged, is quoted today as saying:

"I believe that congress will take up this marine corps situation in the fall, no matter what the verdict of the present board of inquiry may be. There appears to be among the young officers a spirit utterly foreign to that which should be seen there. It may be necessary to thoroughly reorganize the academy."

"The unfortunate death of Mr. Sutton can be cleared up by the board of inquiry, and I believe it will be."

Discussing the question of hazing, he said:

"There is a disposition on the part of legislators here to frown on any form of brutality among the cadets, and we will not tolerate it."

## OIL KNOCKS OUT THE TELEPHONE SERVICE

[United Press Leased Wire.] Vallejo, Cal., July 26.—The linemen of the Pacific Telephone & Telegraph Company employed between Crockett and Oakland today have turned scrub women, temporarily. Every insulator on the poles must be given a thorough washing for the reason that oily deposits have coated the terra cotta and resulted in grounding the currents.

For some weeks the service between Vallejo and Oakland has been growing worse, but the cause could not be located. Constant investigations proved, however, that the fumes of the various oil works in the vicinity deposits oil on the wires, which does the damage.

Will Send Boat to San Francisco.

[United Press Leased Wire.] Washington, July 26.—Notice was received here today from Rome that the Italian government has designated the gunboat Calabria to participate in the Portofino festival at San Francisco. The festival is to be held from October 19 to 25 to commemorate the discovery of San Francisco harbor by Gaspar Portola.

## WILL BUILD ROAD UP THE DESCHUTES

Forty Teams Loaded With Camp Equipage Leave The Dalles Saturday for Scene.

## IT IS A HILL ROAD

HARRIMAN CAUGHT NAPPING BY THE WILY JAMES, WHO TAKES OVER THE OREGON TRUNK ROAD AND BREAKS INTO HARRIMAN'S PASTURE.

All day long four-horse teams, hauling wagons piled high with railway camp equipment, have trekked out of The Dalles bound for the Deschutes river, says a dispatch from The Dalles under date of the 24th. Beginning at 7 o'clock this morning, it was not until after 5 this afternoon that the last of the 40 wagons shipped here last night by Porter Bros., railroad contractors, who are supposed to be working for the Hill road, wended its way to the south-east.

Indications today are almost conclusive that Porter Bros. intend to establish not two, but five or six camps, as if preparing to cover the entire ground of the Oregon Trunk line surveys. They themselves did not know the reply given by representatives of the Oregon Trunk today, to inquiries as to the number of camps and places of location.

Joseph Porter, who represents the contractors on the ground, left this morning in an automobile for Grass Valley, 40 miles from the mouth of the Deschutes, from which point Harriman is now engaged in building a wagon road into the canyon of the river. Porter told that he was going to select camp sites, and the evidence today is that he was not dissembling.

The 64 head of horses and mules shipped in here by steamer last night were insufficient to haul out all the camp equipage, and the local livery stables were called on for drivers, teams and wagons. From these livery stables it is learned that men

**TEAMS WANTED**

We want 20 teams at once for street work and gravel hauling.

**CAPITAL IMPROVEMENT COMPANY**

Phone 14.

and teams were engaged to transport supplies to Miller Bridge, at the mouth of the Deschutes; to Free Bridge, 12 miles up the river; to Shearer's Bridge, 25 miles up the river; to Grass Valley, 40 miles up, and to White Horse Rapids, 75 miles up the stream. Camp sites had been selected only in a general way.

Today Contractor Porter told that he did not know that the work was to be commenced until last Thursday morning at 10 o'clock. The camp equipage was got together and put on board the Bailey Gatzert Thursday night. Much of the stuff is new. There are scores of wheelbarrows in knock-down form, 12 new Studebaker wagons, knocked down, and nearly 30 other wagons, steel rods for rock drilling, tents, blankets, scrapers and all kinds of construction tools. Much of the food supplies were purchased here, and the new wagons were put together on the dock and loaded to capacity.

En route over the North Bank road to Grand Dalles, from whence it will be ferried across the river to The Dalles is another shipment of camp supplies and equipage.

During the time that Seattle interests were promoting the Oregon Trunk line interests, a survey was made down the Deschutes from Madras. This was before Harriman sought to enter Central Oregon by that route. After Porter Bros. put Engineer Bethel on the job the line was relocated along the lower river, so that better grades were secured. Bethel's parties and Harriman's corps of engineers vied with each other over a year in locating the first surveys across the government lands.

It does not now need the statement of Johnston Porter to determine that Harriman has nothing to do with the new movement of camp para-

phernalia and construction equipment to The Dalles.

Harriman has a siding at Deschutes just built for the unloading of supplies for his construction camps. He controls the Columbia & Southern, paralleling the Deschutes for 70 miles from Biggs, where a connection is made with the O. R. & N. to Shaniko. He can reach his camps by hauls from railway stations that are short in comparison with that from The Dalles to the Deschutes river. Porter Bros. are using almost every means of transportation for freight, other than Harriman's railroad supply, in the fear that their shipments by rail would be delayed intentionally.

"Of the two railroad surveys up the Deschutes, one will provide about as good grades as the other," said Engineer Bethel this afternoon.

"There is no reason why two railroads cannot be built up the river. The stream is shallow in many places and not wide. It is not a difficult feat to bridge it and swing from side to side. There is no need for one road to block another if both are inclined to be decent."

"Then this is not a blocking game, but the commencement of the real construction of a railroad?" was asked.

"Well, we are not trying to keep any other railroad out of the Deschutes and the men who employ me think they will build this railroad. However, I have seen many railroads started and abandoned. I was working along the line of the Union Pacific's proposed extension from Portland to Puget sound 19 years ago. The Union Pacific thought it was going to build that road and they spent \$3,000,000 and then the work was abandoned."

"Do the Oregon Trunk surveys provide for bridging the Columbia?"

"So far as I know that matter has never been taken under consideration as I told Mr. Porter to say last night when he was asked if we would connect up with the North Bank, we might strike tide water at The Dalles," said Mr. Bethel with a laugh.

"Perhaps we shall connect with the O. R. & N.," with another smile.

"What point do your surveys make the southern terminus of the Oregon Trunk?"

"Central Oregon," was the indefinite response. "Our charter permits us to construct 250 miles of road and extend beyond that if we desire; I believe it is about 350 miles across Oregon, north and south. Central Oregon in itself is a country capable of vast development. I believe it will produce traffic sufficient to make a railroad profitable."

Throughout the brief conversation Mr. Bethel was amiable, but apparently tried to make his replies to questions deal only with generalities. In answer to the foregoing he said at present there were probably 150 men at work for the Oregon Trunk and that the company was looking for more. He would not attempt to estimate how many would be required, but said that the present efforts were directed principally toward getting the camps located and roofs built so that supplies could be taken to them.

"We don't want to bring in a lot of men and have no way of feeding them," he concluded.

## TOOK TURN ABOUT AT NURSING JOB

San Francisco, July 26.—A pretty story of devotion was brought to light today when it became known that Mrs. E. E. Calvin, wife of the vice president and general manager of the Southern Pacific, nursed her husband back to health after an operation for appendicitis performed July 4 while she was suffering from the same disease and was so ill that he was at times hardly able to come to his bedside. Fearing, however, that the knowledge of her illness might affect the recovery of Calvin, the courageous woman daily sat by his bedside and with cheerful words assisted materially in bringing about a rapid recovery.

But notwithstanding her own desire to continue nursing her husband, the physicians finally ordered Mrs. Calvin to prepare for an operation, as the inroads of the disease were endangering her life. Reluctantly she consented and when she went into the sick room to tell Calvin that the doctors had ordered her to bed, Mrs. Calvin was so weak that she fainted before she said farewell.

A few days ago she entered the private hospital of Dr. Florence Ward and her veriform appendix was removed. Now the tables are reversed, Mrs. Calvin is the nursed and Mr. Calvin is doing the work of the nurse.

## BURGLAR RELEASED; LACK OF EVIDENCE

San Francisco, July 26.—Edward Murphy, arrested on suspicion of being the burglar who shot Christ Hauser at 1130 Oak street, Friday night, was today released from custody, Mrs. Hauser failing to identify Murphy.

Another operation will be necessary to remove fragments of the bullet that still remain in Hauser's body.

Fine weather is promoting building enterprises.

## OLD ROCKY MAKES A SHORT TALK

Says "It Is the Little Things That Count," and Then Reiterates Statement.

## TRYING TO BE GOOD

SAVES IT IS EASY TO FOLLOW TEACHINGS AND WE SHOULD ALL DO A LITTLE SOMETHING GOOD EVERY DAY—THAT IS WHAT HE DOES.

[United Press Leased Wire.] Cleveland, July 26.—As an after-meeting speaker, John D. Rockefeller the Standard Oil king, is a decided success in the opinion of those who heard him yesterday at the Euclid Avenue Baptist church.

"I am almost afraid to say anything this morning," Mr. Rockefeller said, stepping to the rostrum.

"The superintendent has so clearly stated the lesson that I fear there is nothing which I can add. I find that I have to learn over and over things which I had learned years ago."

"Dr. Bustard and I are attending a little school of our own, and we have promised our teachers that we will be good boys. We continually say we will study over and over again and we must do so."

"But notice what a little thing it is to follow our teacher. Believe me, it is the little things that count."

The best investment in the world is teaching that we must do some little good every day, no matter how small it is."

Mr. Rockefeller was a little late in arriving at the Sunday school and came near reaching the speed limit with his red automobile in an endeavor to reach the office in time.

## JOHN PARKER HURT WHILE HUNTING

John Parker, a resident of Douglas county, had quite an experience while out hunting in the mountains about eighteen miles above Allegany. Mr. Parker, while carrying a heavy pack, slipped on a mossy pole, breaking his leg between the knee and ankle and throwing his arm and ankle out of joint. Some friends who were with him at the time wanted to carry him home but he would not permit them to. Medical aid was then sent for and the doctor sent some splints, with the object in view of bringing Mr. Parker here for treatment, but Mr. Parker objected to this. The foot was then set in place and he tried to walk on it, but threw it out of place once more. Mr. Matson, one of the party, then put the arm and ankle in place, set the limb, and now Mr. Parker is doing as well as could be expected under the circumstances.

## FIND NO EVIDENCE TO SUPPORT STORY

San Francisco, July 26.—The local authorities are making a search for Edward G. Fisher, a member of the Holy Roller cult, who is suspected of having hypnotized Miss Bertha Thompson of this city. While under the influence of Fisher the young woman declares he imprisoned her in a room for three days.

A futile search was made in the vicinity where Miss Thompson says she was imprisoned, to ascertain the place where Fisher is alleged to be hiding, but without results.

## THIRTEEN MORE INDICTMENTS

Chicago, July 26.—Thirteen new indictments were returned today by the grand jury which is investigating alleged protection of vice by the police department.

Police officials of the south-side were before the grand jury today and it is believed that side is now under investigation. Heretofore only the "love" district has been under the probe.

## SIX VENIRES FAIL TO YIELD ONE JUROR

[United Press Leased Wire.] San Francisco, July 26.—The sixth venire of talemans for the second trial of Patrick Calhoun was ordered today by Judge Lawlor, which brings the total number of talemans called up to 610 names. The venire of 100 names drawn today was made returnable Wednesday.

## MONEY-SAVING BARGAINS

### For Our ANNUAL CLEARING SALE

This big Department Store is now thrown open for the public to investigate what a real Clearing Sale means. We always figure on making no money for July and August. It is simply clearing the stock out to make room for our Fall Goods.

### PROFIT CUTS NO FIGURE DURING THIS SALE

It is just a matter of clearing the shelves. The prices have dropped away down in the Ladies' Suits, Dress Goods, Silks, Millinery, Men's Furnishings, Ladies' Hosiery, Gloves, Wash Goods, Calicoes, Gingham, Embroideries, Laces, Notions, Bedding, Lace Curtains, and everything throughout the store. We buy right and we can give you the bargains.

## REMEMBER CLEARING PRICES

On every article throughout the store. No mercy shown to prices. Shirt Waists, Muslin Underwear, Towels, Table Linens, Umbrellas, Men's Clothing, Suitcases, Men's Hats, Leather Gloves, etc.

