

DISTANCE RECORDS TAKEN BY LATHAM

French Aviator Regains Lost Laurels by Flying More Than Ninety-Five Miles.

REDUCES SPEED MARK ALSO

Leaves Wilbur Wright Far Behind and Establishes Practicability of Monoplane.

RHEIMS, Aug. 25.—Herbert Latham, the French aviator, today took glorious revenge for the hard luck which he experienced in his recent attempts to cross the English Channel, and his indefatigable, but hitherto unsuccessful, efforts to accomplish some notable achievement during the present meeting, by establishing a new world's record for distance—164 kilometers, 650 meters or 95.88 miles. Latham covered fifteen laps, or 150 kilometers, in 2:12:9, and the full distance in 2:18:9 3-5, which also are world's records, the flight being at the rate of about 68½ kilometers (43.47 miles) an hour, as compared with 53½ made by Wright at Le Mans and a fraction under 50 made by Paulhan yesterday.

Except for the one lap speed records made by Bleriot and Curtiss this week and Paulhan's time record in the air, Latham now holds every record for distance and speed. Like Paulhan, he descended only when the gasoline tank was empty.

For an hour with fluttering wings, like a living thing, the monoplane fought its way against the storm of rain and wind

Prophecy of Weather M

CLLOUDY

Forecast for Indiana for Friday and Saturday:

Partly cloudy Friday and Saturday; moderate south winds.

Forecast for Indianapolis and vicinity for today:

Partly cloudy; not much change in temperature.

WHEN A SHIP
PLOWS THE
SEAS, I WON'D
WHY THEY DO
SOW NAVY I



ALMANAC OF THE DAY.

Sun rises at 5:08 | Sun sets at

WEATHER CONDITIONS IN INDIANAPOLIS YESTERDAY.

—Precipitation.—

Amount during the twenty-four hours ending at 7 p. m.
Total amount since Jan. 1
Accumulated departure from normal since Jan. 1 (excess)

—Temperatures.—

7 a. m. 70 | Minimum
7 p. m. 82 | Maximum

—For the Same Date Last Year—

7 a. m. 59 | Minimum
7 p. m. 76 | Maximum

WEATHER CONDITIONS ELSEWHERE YESTERDAY.

	Max.	Min.	W.
Amarillo, Tex.	92	66	
Atlanta, Ga.	88	66	
Bismarck, N. D.	92	54	
Chicago, Ill.	88	72	
Cincinnati, O.	88	72	
Denver, Col.	88	56	
El Paso, Tex.	88	70	
Helena, Mont.	90	52	
Jacksonville, Fla.	88	76	
Louisville, Ky.	94	72	
Nashville, Tenn.	94	68	
New Orleans, La.	86	78	
New York, N. Y.	84	70	
Qu' Appelle, Sask.	86		
St. Louis, Mo.	94	76	
Washington, D. C.	88	66	

SUMMARY OF

THE INDIANAPOLIS S

FRIDAY, AUG. 27.

DOMESTIC

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FRIDAY, AUG. 27.

DOMESTIC.

Dr. Wiley beaten in fight on benzoa soda in pure food convention. P
 Laughter interrupts sermon and con- gation is divided over case. P
 Harriman, on his mountain top, body, but keeps brain at work. P
 Ship carrying cholera is bound for U States. P
 Pinchot and Ballinger do not class conservation congress, as predicted. P

Aldrich tells Taft that long tariff di- sion has delayed monetary commiss report. P
 National advertisers are treated to becue. P
 Mrs. Belmont's invasion of political starts talk in Newport's exclusive P

Government begins investigation of age charge against Pressed Steel Company. P
 American Bar Association postpones tion to see ball game. P

FOREIGN.

Latham beats all distance and speed ords in monoplane. P
 Spaniards defeat Moors, but prisoners life penalty for tribesmen's revenge P
 British lay plans for strengthening P squadron. P

STATE.

Insane patient at Anderson hurls sh deputy and himself over embankme P
 Kokomo physician withdraws offer to his palatial home to the city for a pital. P
 Ft. Wayne factories find difficulty in taining desired number of employe P
 Reward of \$100 offered at Winona tithers who have not been bettere self-denial. P
 Series of picnic brawls results in M gomery (Ind.) man being fatally P

LOCAL.

Sixty-day poll to be held on Sept. 2 P
 Irvington show for benefit of Su P

tance and speed. Like Paulhan, he de- scended only when the gasoline tank was empty.

For an hour with fluttering wings, like a living thing, the monoplane fought its way against the storm of rain and wind at an average height of 150 feet, mount- ing higher as the wind rose, until during the worst of the storm it was up fully 300 feet.

The contention of the advocates of the biplane that the monoplane would be un- able to live in a strong breeze has been amply refuted.

Curtiss Makes Slow Speed.

Glenn H. Curtiss, the American con- testant, followed Latham into the air. Curtiss's purpose was to improve his re- cord in the speed lap contest and to qualify for one of the six prizes in the endurance contest. He accomplished three rounds in an impressive manner, but his speed was disappointing. His total time was 28:59 3-5. By rounds his showing was as follows: 8:32 2-5, 9:50 2-5, 10:36 4-5.

In the meantime the other flyers, ex- cept Latham and Delagrang, had alighted without doing anything. A noteworthy feature was witnessed when Delagrang, flying low, started to overtake Latham, who was still high in the air. There was a pretty race for four miles and Dela- grange was overhauling Latham when he was compelled to descend. Latham, after covering seventy kilometers (43.47 miles), was obliged to descend because of trouble with the ignition. Ten minutes later he was in the air again racing with another machine.

Curtiss declared that he did not push his machine this morning, but he doubted whether he could beat his time of yes- terday. Bleriot, therefore, will be the winner on form if he can go the distance.

The Wright managers intend to make a desperate effort to wrest the endurance prize from Paulham and capture the height and weight-carrying events.

Bleriot made his first appearance in the field carrying a passenger. He nego- tiated a trial round in 8 minutes 38 sec- onds.

Want Curtiss in Italy.

A representative of the Aero Club of Italy arrived here and is making arrange- ments to take the aviators and their ma- chines on special trains to Brescia next Tuesday. He is particularly anxious that Curtiss go to Italy, and probably will of- fer him special conditions.

Fournier was about with a broken nose this morning. He received many con- gratulations on his narrow escape of yes- terday, when a fortunate jump from his machine, that had turned turtle, saved him from being mangled by the whirling propeller blades.

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Rear Admiral Raymond P. Rodgers, U. S. N., was here. Accompanied by Commander F. L. Champin, the American naval attache at Paris, he visited and examined all the machines and was deeply interested in the progress made in the science of aviation.

In the contest for the international cup, which takes place Saturday, Curtiss, the American, and Cockburn, the English flyer, will compete against three Frenchmen, Lefebvre, Bleriot and Latham.

Americans are rejoicing at Latham's splendid showing, as the Antoinette motor used by the Frenchman to drive his monoplane is the invention of an American named Joseph Adams.

During Latham's fifth and sixth laps the official signals indicated a wind blowing at the rate of ten meters a second. The spellbound crowd breathlessly watched the frail machine battling against the heavy gusts. The wings of the monoplane often fluttered like those of a bird caught in a heavy storm, but the machine maintained its steady progress. Latham smiled and waved his hand in response to the enthusiastic cheering as he passed over the tribunes.

Four minutes later Latham beat the world's record for sustained flight in a monoplane, 1 hour 7 minutes, made by himself last June.

Latham Thrills Crowd.

The excitement was intense as Latham completed his thirteenth round. His time was 1 hour 54 minutes 29 seconds. The wind was blowing at the rate of seven meters a second. The fourteenth round was completed at the end of 2 hours 3 minutes 10 seconds, and the fifteenth in 2 hours 18 minutes 8 seconds.

A dozen automobiles raced across the plain to the point where Latham alighted and the occupants congratulated him warmly. Latham made the round of the course fifteen times, and after passing the finish mark for the last time traveled a distance of four kilometers, and 375 meters before landing.

The aviator returned to his shed in an automobile. As he passed in front of the tribune he was given a tremendous ovation. He said he had alighted because his machine was exhausted. "But I will take mine next time," he added, laughingly.

As Bleriot was returning from a practice flight he attempted, in a spirit of bravado, to land in front of the tribune, but miscalculated his speed and smashed his way through a fence. The spectators had to pass by the automobile courted down and only a few of them were injured.

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Local

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- Irvington show for benefit of Sumner Mission tonight. Page
- New weather man arrives; gets warm welcome. Page
- Former policeman at Motor Speedway commits suicide. Page
- Suicide of McKenzie reveals irregularities in money transactions. Page
- Auditors seek repeal of law segregating school funds. Page
- Merchants' associations approve work of State Board of Accounts. Page
- Hugh McGowan, traction magnate, returns way home from Europe. Page
- New York legislators complete preliminary hearing and depart for Detroit. Page
- Farm boys to judge exhibits at State Fair. Page

SPORTS.

- Browns win in third with Toledo 7 to 0. Page
- Tots defeat Stags again 5 to 0. Page
- Pirates defeat New York Giants 6 to 0. Page
- Tigers take third from Athletics 6 to 0. Page
- Big crowd sees Crawfordsville races. Page
- Speedway boosters plan airship races. Page
- Tennis players near end of tourney. Page

TRADE AND FINANCE.

- Hog market closes weak at 5@10 cents lower. Page
- Wheat rallies after slight weakness, closing strong. Page
- Harriman stocks under fire on New York Exchange. Page

DEPARTMENTS.

- Editorial 6 Home hints.....
- Society 7 Theaters.....
- Railroads 12 Views of people.....

BENNET-DISCLOSES GRAFT IN PANAMA CANAL-AWARD

Benjamin Franklin Chapman Purchasing Agent... of the Panama Canal... of the... of the... of the...

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Bleriot and Delagrang, the latter a passenger, were taken out of the wreckage of the machine. Delagrang was not hurt and Bleriot had sustained only a few scratches.

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- Society 7 Theaters
- Railroads 12 Views of people.

BENNET DISCLOSES GRAFT IN PANAMA CANAL AWARD

Representative Charges Purchasing Department With Gross Extravagance and Favoritism in Contracts Let.

NEW YORK, Aug. 26.—Representative William S. Bennet in a letter to the secretary of war, made public here today the purchasing department of

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The flight made by Curtiss placed him third in the Prix de la Champagne. The American tried a French propeller but finding it unsatisfactory, he replaced it by one he modified as to give the blades a slightly increased pitch. He explained when he came down that he could have gone farther but as the machine is new he wanted to try it out gradually.

The duration of the competition today is limited to the same extent as the first day. The American had the most successful run of the day, as the other competitors were limited to the use of the machine with which they were equipped.

The flight of the Curtiss machine is by all accounts the most successful yet made in this country. The machine was built by the Curtiss Aeroplane and Motor Company and is a development of the Curtiss Model D. It is a single-engine, single-deck, biplane with a conventional landing gear. The Curtiss machine is the only one of its kind to have been built in this country.

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In a supplementary statement to the committee on the subject of the canal project, in all government departments it is subject to the same. There should be a uniform purchasing system for the United States government, and then the possibility of graft would be reduced to a minimum. I have information that the purchasing department of the Isthmian Canal Commission has secured contracts for the purchase of paint for the tugboats, dredges and other vessels engaged in canal work.