

LATHAM, KING
OF AVIATORSFrenchman Who Failed to Cross
The English Channel, Breaks
World's Record.

HE COVERED 95.01 MILES.

Encountered Storm, Which Spec-
tators Thought He Could
Not Outride.Aero's Wings Fluttered Like a Bird's
—Motor He Used Invention of Jo-
seph Adams, An American.

Betheny, Aviation Field, Rhineis, France, Aug. 26.—The fifth day of aviation week has been characterized by the breaking of all previous records for distance covered in an aeroplane of either the biplane or monoplane type, as well as the breaking of the record for length of time in the air in a monoplane, by Hubert Latham, the French aviator.

Latham remained in the air for 2 hours, 18 minutes, 33.5 seconds and covered a distance of 154 kilometers, 376 meters (95 miles and 3.895 feet).

The previous record for both time and distance in a biplane was made yesterday by Paulhan, another Frenchman, who covered 133 kilometers, 676 meters (83.07 miles), in 2 hours, 53 minutes, 24 seconds. The previous record for sustained flight in a monoplane was 1 hour, 7 minutes, 37 seconds, made by Latham himself on June 5 of this year.

Previous to the performances of yesterday and today, the official record for both time and distance in an aeroplane was held by the Wright brothers, who have done 73 miles in 2 hours, 20 minutes, 23.15 seconds.

The unofficial time record made by Roger Sommer was 2 hours, 27 minutes, 15 seconds. Sommer, a Frenchman, is competing for the Grand Prix de la Champagne, the first prize of which is \$10,000. Counting his flight of this morning, Latham has flown to-day more than 144 miles.

LATHAM BREAKS RECORD.

Rhineis, Aug. 26.—In his second attempt this afternoon, Hubert Latham, the French aviator, broke the world's record for time and distance.

He came down after he had covered 154 kilometers, or 95.01 miles. The record for distance, 154 kilometers, made by Paulhan, yesterday.

Latham started on his second effort today shortly after 2 o'clock. The breeze when he got away was less than three hours ago, but it was strong and over black clouds on the horizon, and during the aviator's fourth lap, a sharp squall of wind and rain broke over the aerodrome.

The spectators did not believe it possible for Latham to ride out the storm, but to their delight he mounted higher and took his machine over the tribunes at a height of 300 feet. The eighth lap was covered in 8 minutes, 20.5 seconds, the fastest yet.

Latham had yet made. His time at the completion of the ninth lap was 1 hour, 19 minutes, 56.25 seconds. In this competition Latham is said to have been the only man flying over the tribunes. He completed his tenth round, giving him a total of 100 kilometers or 62.1 miles, as steady as a liner, in 1 hour, 23 minutes, 17 seconds, after his eighth lap. During the eleventh round the wind was blowing between three and five miles a second. His time at the end of the eleventh round was 1 hour, 25 minutes, 46 seconds, and at the end of the twelfth, 1 hour, 45 minutes, 33 seconds.

AMERICANS REJOICE.

Americans are rejoicing at Latham's splendid showing, as the Antoinette motor, used by the Frenchman today to drive his monoplane, is the invention of an American named Joseph Adams. During Latham's fifth lap, the official signals indicated a wind blowing at the rate of 10 meters a second. The spellbound crowd breathlessly watched the great 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.

During the heavy gusts, the wind was blowing between three and five miles a second. His time at the end of the eleventh round was 1 hour, 25 minutes, 46 seconds, and at the end of the twelfth, 1 hour, 45 minutes, 33 seconds.

FIFTH DAY OF AVIATION WEEK.

Betheny, Aviation Field, Rhineis, Aug. 26.—The fifth day of aviation week was ushered in with ideal weather conditions. The light air and overcast sky brought the flyers early and before noon a dozen machines were circling above the plain.

The program today included the continuation of the trials for the Grand Prix de la Champagne, the endurance test, the lap event, the speed event, a race between dirigible balloons and a landing competition for spherical balloons.

Latham, in a monoplane, was the first aviator to get away in an effort to beat Paulhan's endurance record of yesterday, 2 hours, 18 minutes and 33.5 seconds. Latham started flying at a great height. Sommer, Cockburn, Bunau-Varilla, De la Grange and finally Glenn H. Curtiss, the American contestant, followed Latham to the air.

Curtiss' purpose was to improve his record 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 23 minutes, 53.5 seconds. By rounds his showing was as follows: 8 minutes, 42.5 seconds; 9 minutes, 50.5 seconds; 10 minutes, 26.5 seconds.

In the meantime the other flyers, ex-

cept Latham and De la Grange, had alighted without doing anything. A noteworthy feat was witnessed when De la Grange, flying low, started to overtake Latham, who was still high in the air. There was a pretty race for four miles and De la Grange was overhauling Latham when he was compelled to land. Latham, after covering 70 kilometers (43.47 miles), was obliged to descend because of trouble with his ignition. Ten minutes later he was in the air again racing with another machine.

Curtiss declares that he did not push his machine this morning, but he doubts whether he can beat his time of yesterday. Bleriot, therefore, will be the winner of form if he can go the distance.

The Wright managers intend to make a desperate effort to wrest the endurance prize from Paulhan and capture the height and weight-carrying events. Lefebvre, Wright machine, with a tank holding 90 liters of fuel, will make a try this afternoon.

Bleriot made his first appearance in the field today, carrying a passenger. He negotiated a trial round in 8 minutes, 28 seconds.

ITALY INVITES AVIATORS.

A representative of the Aero club of Italy arrived here today and is making arrangements to take Italian aviators and their machines on special trains to Brescia next Tuesday. "He is particularly anxious that Curtiss go to Italy and probably will offer him special conditions."

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

Rear Admiral Raymond P. Rogers, U. S. Navy, was here today, accompanied by Commander F. C. Chapin, the American naval attaché at Paris. He visited and examined all the machines and was deeply interested in the progress of the science of aviation.

The official measurement of Paulhan's record breaking flight of yesterday gives his distance as 138,676 meters (86 miles and 3.895 feet).

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, Sommer, and Bleriot.

Regulations provide that the racers must start between 1 a. m. and 5 p. m. and finish not later than 5:30. In case of weather the contests will be postponed until Sunday.

Latham's fast time of this morning gives him a splendid chance in both the international cup and the speed contest. His time for the first three rounds was 25 minutes, 42.5 seconds, which is 2 minutes and 12 seconds less than the best record by the Wright models. He covered 43.47 miles in an hour, 23 minutes, 17 seconds, which is a record for speed.

The unofficial time record made by Roger Sommer was 2 hours, 27 minutes, 15 seconds. Sommer, a Frenchman, is competing for the Grand Prix de la Champagne, the first prize of which is \$10,000. Counting his flight of this morning, Latham has flown to-day more than 144 miles.

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CHOIR ARRIVES
AT EXPOSITIONIt Participated in Salt Lake Day
At the Fair
Today.

INTENDS TO CAPTURE PRIZE

Singers Want the \$1,000 Offered in the
Eisteddfod—Cadets Still
Winning Laurels.(Special to the "News.")
Seattle, Aug. 26.—Salt Lake City owned the Alaska-Yukon-Pacific exposition today. It was Salt Lake day and the visitors from Utah made everybody feel at home at the quaint Hopi Indian dwelling that Utah presented to the exposition yesterday as the Utah building. This building, by the way, has attracted more attention, perhaps, than any other building at the fair because it is so different from others at the fair and yet different from what has been seen at other expositions.

The day was celebrated by fully 2,500 people from Utah. Among the number was Governor William Spry, who officiated on behalf of Utah at yesterday's celebration. The famous Mormon tabernacle choir also took part in the celebration, though not to any great extent, as it is saving its best efforts for Friday and Saturday when it enters the competition.

The competition among the singers will be hard fought. There is more interest in the contests than even the promoters of the Eisteddfod even created there. The regulations provide that the racers must start between 1 a. m. and 5 p. m. and finish not later than 5:30. In case of weather the contests will be postponed until Sunday.

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