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Breaks World's Aeroplane Record For Two Men, Both as to Time and Distance.

WAS UP 1 HR, 12 MINS, 40 SECS

Prest, Taft Led Cheering Which Heralded Setting of New Mark in the Conquest of the Air.

Washington, July 27 .- The world's aeropiane record for two men, as to both time and distance, was broken this evening in a beautiful flight of 1 hour, 12 minutes and 40 seconds-upward of 50 miles, and at a speed averaging about 40 miles an hour by Orville Wright at Fort Myer, with Lieut, Frank P. Lahm of the army signal signal corps as passenger. The former record was made last year by his brother. Wilbur, joint inventor with Min of the machine, in which both achievements were performed at Le Mans, France, with Prof. Faintore of the French institute as a passenger. That fight was 1 hour, 9 minutes and 31 seconds. Wilbur was an eager

That flight was 1 hour. 9 minutes and all is seconds. Wilbur was an eager spectator of today's flight.
The cheering which heralded the setting of a new mark in the conquest of the air was led by President Taft in person, who sat, an intensely interested spectator. Throughout the flight. This success was all important to the Wrights, in that it completed the first of two crucial tests of their machine imposed upon them by the United States government—the socalled "endurance test," which required them to remain one hour continuously in the air with one passenger. Orville did nearly 13 minutes better than that, and could have kept on indefinitely—three hours and a half, the limit imposed by the gasoline capacity of the supply tank.
The other test, that for speed, will be availed with for speed. will arguints of price, 50 cents per box; six

supply tank. The other test, that for speed, will be compiled with tomorrow, weather permitting, when Orville is to take Lieut, Benjamin Foulers of the signal corps on a cross-country flight to Alexandria, Va., and return.

Alexandria, Va., and return. Orville could have made that flight this evening, but it was almost dark when at last he alighted, after a flight which would have carried him almost twice across the English channel. Poignancy was added to Orville Wright's achievement by the realization that upon his previous attempt to navi-pate the air with a passenger Lieut. Selfridge was killed and he himself was terribly injured. His sister, Miss Katherine Wright, anxiously watched him, and when he returned unhurt him, and when he returned unhurt from his flight she gripped him eagerly

"Bully for you, brother; it was beau-tiful."

CONGRATULATED BY PRESIDENT. A few minutes later President Taft took him warmly by the hand, saying: "I congratulate you heartily, sir. It was a great exhibition. You came down

as easily and gracefully as you went up. You beat the world's record." "Yes, sir," replied Orville, evidently embarrassed, "I beat my brother's record.

"How did your passenger conduct himself? Did he talk to the motor-man?" asked the president. "He behaved very well," replied the

aviator. "Well, I congratulate both of you,

by three feet are used for controlling by three teet are used for controlling the ascent and descent. Two propellers, about nine feet in diameter, and re-volving in opposite directions, are used to thrust the aeroplane forward. The weight of the machine, including both operator and passenger, is a triffe un-der 1.209 pounds.

TO ISSUE PHILIPPINE BONDS.

To issue printprine Boxds. Washington, July 27.-Philippine pub-lic improvement bonds to the extent of \$1,500,000 are to be floated by the war department. Bids inviting proposals will be opened at 2 o'clock on Aug. 17. They will bear interest at 4 per cent and are redeemable in 10 years and payable in 30 years, and are exempt from taxation. The bonds will be ac-cepted at par as security for deposits of public money of the United States should further deposits be made. The bonds were authorized by Congress by In no disease is delay or neglect more dangerous than in anaemia, or poverty of the blood. This disorder s common in persons who are overworked or confined within doors and makes its approach in so stealthy a manner that it is often well developed before its presence is recognized at total issue of \$5,000,000, of which \$3,500,000 already have been floated.

manner that it is often well developed before its presence is recognized. But taken in time the disease is readily curable, the specific being a tonic medicine which increases the number of red blood-corpuscies thus enabling the blood to carry the life-giving oxygen to all the tissues of the body. Such a tonic is Dr. Williams' Pink Pills. These pills have had un-bounded success in curing this stub-horn disease because of this wonder-Many ills come from impure blood, Can't have pure blood with faulty di-gestion, lazy liver and sluggish bowels. Burdock Blood Bitters strengthens stomach, bowels and liver, and purifies the blood.

Midway at Saltair. 30 attractions. One big round of fun for old and young.

Dr. Williams' Fink Pills deserves a careful reading by every person, whose blood is impure. Mrs. Ida Kel-ler, of R. F. D. No. 6, Tomah, Wis, Pure Drugs and Prescriptions our specialty. Halliday Drug Company. ler, of R. F. D. No. 6, Tomah, Wis., says: "About ten years ago my health be-gan to fail. 1 was all run down, could not do any work, had no appetite and was not able to sleep. I had night sweats, which were very weakening and my feet and limbs were swollen. My stomach was in such a bad condi-tion that I could not even retain the doctor's medicine. My head ached all of the time and I was subject to dizzy spells. I became reduced in weight from 148 to 106 pounds and was con-flued to bed for days at a time.

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she passes through the event with but little suffering, as numbers have testified and said, ''it is worth its weight in -gold.'' \$1.00 per bottle of druggists. Book containing valuable in-formation mialle. free. THE BRADFIELD RREGULATOR CO. Atlanta. Ga.

FOUND DEAD AT

DESERET EVENING NEWS WEDNESDAY JULY 28 1909

BOTTOM OF THE SHAFT

Utal Winnemucca, Nev., July 2 .- The dead Gillette conducted a hotel at Chaffey, a mining camp about 30 miles from

bodies of H. L. Edwards and Edward Gillette were found yesterday at the bottom of a 40-foot shaft on a claim they were working about five miles from Mud Springs. It is believed they were asphyxiated, as the men who brought the remains to the surface were nearly overcome by the foul gas Itching, torturing skin eruptions, disfigure, annoy, drive one wild. Doan's Ointment brigs quick relief and lastng cures. Fifty cents at any drug were nearly overcome by the foul gas

were hearly overcold by a man in the shaft. The bodies were discovered by a man named Schell, who found the camp de-serted and made a search for the miss-ing miners. Edwards, who was a well store. McClellan's Symphony Orchestra.

"Leviathan" restaurant, daily, 6:45 to 8:30. 40 performers. It's fine.

the two boats from the wreck were in company and then parted in heavy weather. Several tugs and a govern-ment steamer were sent to search but failed to find the missing boat. terests in this county formerly lived in Salt Lake City and is said to have been a brother of the state auditor of

Is to love children, and no

MONTANA LAND RESTORED. Washington, July 27.—Acting Secy. of the Interior Pierce designated 23,040 acres more land as coming within the enlarged homestead law yet in the state of Montana, making a total up to date

of 23,807,560 acres so designated in the state of Montana.

BARKENTINE ORLEANS

AND SEVEN MEN LOST

Victoria, B. C., July 28 .- A thrilling

story of the loss of the barkentine Or-

leans with seven of her crew when

Everybody's friend-Dr. Thomas' Eclectric Oil. Cures toothache, ear-ache, sore throat. Heals cuts, bruises, scalds. Stops any pain. Floating at Saltair-It's Great.

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CURE SICK HEADACITE

Genuine Must Bear

leans with seven of her crew when bound from the Seychelle islands for Dunedin, was brought by the steamer Marama, which reached port yesterday from Australia. The Orleans was aban-doned June 17, 200 miles off the west coast of Tasmania, after the crew of 14 had worked for five days at the pumps in vain, the vessel being listed over with the water reaching her hatches. For 12 days the survivors suffered ter-ribly in open boats before Capt. Lind-tof and six men reached Macquarrie Heads, Tasmania, and reported the loss of seven shipmates. For 11 days the two boats from the wreck were in company and then parted in heavy Tongue, Pain in the side, TORPID LIVER, The regulate the Bowels. Purely Vegetable, SMALL PILL. SMALL DOSE. SMALL PRICE.

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all druggists or sent, postpald, on re-celpt of price, 50 cents per box; six boxes for \$2.50, by the Dr. Williams Medicine Co., Schenectady, N. Y. and the apparently adverse conditions indoubtedly kept away many hundreds of people. Round and round she went, 74 times Round and round she went, 74 times about the great drill ground--4,000 feet in circumference-sometimes in shorter circles. The machine kept nearly 69 feet high, save where some stray cur-rents of air rocked her up and down. After the seventh turn a great shout went up, automobile horns were tooted in a decisation chorns and hand-clan-

THIN AND POOR?

Own Case.

born discase because of this wonder-ful property. The following cure of anaemia by

in a deafening chorus and hand-clap-ping and cheers and waving of hats and handkerchiefs told the men in the flying craft that their task was accomplished. The crowd expected Orville plished. The crowd expected Orville to come down then, but he kept on until he established the new record.

CHEERED BY BROTHER.

While his brother was circling winds bird-like in the air, Wilbur was standing on the ground and cheered wildly. The army officers began to chaff Wilbur over his losing the world's record to his brother. "Watch him On the next turn he's got me," said Wil-hur. "When he comes by, let's give nim a cheer.

Wilbur waited until the machine was almost overhead, then rushed ahead of it, waving bis hat and dancing gleefully. It was the first sign of emotion Wilbur had ever shown at Fort Myer. The crowd was yelling hysterically, and up at the president's tent Gen. Edwards forget the president and

witnessing such a flight," added the Until 6 o'clock the prospect of a

flight appeared very slim. A high wind had prevailed all the afternoon high



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Edwards forgot the president and should like a boy. The president, too, was showing signs of elation. Then the machine descended, slid along the ground in a cloud of dust, and stopped almost upon the identical spot of last September's fatal fall. This time there was no fall the beautiful time there was no fall, the beautiful acroplane was unmarred, and the two men stepped out unhurt and triumphant.

NERVOUS AT FIRST.

was nervous at first," said Or-"You know, this was my first ville. "You know, this was my first attempt with a passenger since last year. Gradually the machine found herself, however, and I felt as sure as if I had been swung at the end of a string, with no such problem as direc-tion or clevation or speed to solve. I could hear Lieut. Lahm at first, but the terrible racket of the motor soon decidence my case and we sheardoned deadened my ears and we abandoned all attempts at conversation. I did not intend to land as abruptly as I did, and was trying some low flying, but I misudged the elevation, and before I knew it we struck the ground. I could have remained up another hour, but there was no necessity."

THE MACHINE.

The muchine used in the flight consists of two planes, one five feet above the other and measuring 36 feet from tip to tip. The seat for the operator is laced in the center of the lower plane placed in the center of the lower plane, off to the loft of the motor. The pas-songer sits on the other side of the motor. The motor itself is a product of the Wright brothers and is a four-cylinder 30-horsepower water-cooled gasoline engine. The gasoline is pumped directly into the in-take pipes, there being no corbustors. there being no carbureters. The thys of the planes are flexible for about 12 feet. By means of a lever they can be turned in a curve resmbling a helio-cold, the wings moving in opposite di-rections. A second lever controls the twin rudders, which are supported by brace 10 feet from the rear of the planes. By working the two levers together

the equilibrium is maintained. Ten feet in front of the operator's seat two planes resembling a box kite about 15



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