

CURTISS WINS CUP OF AVIATION

American Makes New Speed Record and Takes the James Gordon Bennett Trophy.

HE ALSO GETS \$5,000 CASH

Two Laps Are Made at Rate of 47.65 Miles an Hour.

BLERIOT FINISHES SECOND

His Time is Nearly Six Seconds Slower Than Winner's.

MRS. ROOSEVELT SEES FLIGHT

Wife of Former President Attends Races as Guest of Ambassador and Mrs. White—Other Records Made During Day.

REHEIM, Aug. 28.—The International cup of aviation, known also as the James Gordon Bennett trophy, was won today by Glenn H. Curtiss, the American aviator in the fastest serial journey of twenty kilometers (12 1/2 miles) ever accomplished by man. His time, 15 minutes 59 1/2 seconds was only 5/8 second faster than that made by Bleriot over the same course. The other two pilots who represented France, Latham and LeFebvre, finished respectively in 17 minutes 23 seconds, and 20 minutes 47 1/2 seconds. Cockburn, an Englishman, ran into a haystack as he was maneuvering for the start and did not cross the line. Several other machines, which were expected to start were not ready with the time limit.

The race lay between Bleriot and Curtiss, with Latham as a possible contender. LeFebvre on previous performances apparently had no chance. Fortune favored the American. An accident two days ago to Bleriot's powerful machine with which he held the lap record, was a serious handicap, since he had no opportunity to try the repaired machine.

Curtiss starts early. Curtiss stole a march on his rivals by getting away early. Finding conditions favorable at 10 o'clock in the morning he decided to take no chances in the flimsy weather and, after a trial trip, in which he made the circuit of the course in 17:55, lowering the world's record nine seconds, he started immediately on his attempt to win the cup. He handled his machine, which flew along at a speed never before witnessed, in masterly style, especially at the turns, which he took on the down grade. The first lap, measuring 6.2 miles, was made in 7:57, somewhat slower than the trial time, but the second round was covered two seconds faster, in 7:55, another world's record.

This remarkable showing on the part of the American created consternation in the Bleriot camp. The French favorite, whose machine was equipped with a four-bladed propeller, made a trial, but could do no better than 7:56 for the round. Then, upon the advice of Santos Dumont, he substituted a two-bladed propeller, but this proved slower still and the French began to doubt the ability of their champion. Bleriot replaced the original propeller and tinkered with his machine for several hours. In the meantime LeFebvre, in a Wright biplane, but without hope of winning, flew over the course, but his time was five minutes slower than that of Curtiss.

The excitement grew steadily as 5 o'clock, which the public understood was the time limit for starting in this event approached. Bleriot's anxious followers were run out and everybody stood watching them. At 5 o'clock the crowds concluded that the two French champions had defaulted and a murmur of protest arose, but a minute later it was officially announced that the wording of the rule had been misunderstood and the rule allowed a start to be made any time before 5 o'clock.

A few minutes later Bleriot and Latham crossed the line in quick succession. Bleriot went by the tribunes at a terrific pace and for a moment the Americans feared Curtiss would be beaten. He finished the round in almost the identical time of Curtiss, fast lap, covering the ten kilometers in 7 minutes 59 1/2 seconds, but he speeded appreciably to decrease to the last round and before he reached the final turn the stop watches showed that he had lost. The French crowd was greatly disappointed at the failure of its countryman, but largely owing to the popularity of the Wrights in France and the general French recognition of the wonderful stimulus American aviation has given to the world, no foreign victory had been so popular as that of an American.

The judges immediately ran up the American flag on the signal pole on the "keepers" stand in front of the tribunes and the bands played the "Star Spangled Banner." There was great rejoicing among the American spectators. Ambassador Henry White, accompanied by Mrs. Theodore Roosevelt, Mrs. Ethel Roosevelt, Quentin and Archie had arrived in time to witness the flights by Bleriot and Latham from a special box placed at the disposal of the party.

Mrs. Roosevelt congratulated winner. When the American flag went up Curtiss, who had refused to accept congratulations until it was officially announced that Bleriot's time was slower than his, was escorted, or rather dragged, from the shed the ambassador's box by several hundred enthusiastic Americans. Mr. White's words were, "I came to see you win, and you have done it."

The ambassador then told how proud he was that America had triumphed and that the blue ribbon of the air would now be defended by the United States. He concluded by congratulating Curtiss in the name of the government and the people of the United States and then presented Mrs. White and Mrs. Roosevelt, as well as the other members of the party, who added their congratulations in warm terms. Quentin said, "It was bully," at which everybody laughed.

Mrs. Roosevelt expressed regret that the president was not here to witness the American victory. Thousands watched the scene from the lawn below the stand. The entire party then visited Curtiss in the shed, where the hero of the hour got in the seat and explained how the machine was controlled. Later the ambassador made the rounds of several other sheds to congratulate the aviators, while Mrs. Roosevelt and Mr. and Mrs. Robert Bacon visited

Wreck on Wabash Railroad Near Glenwood, Mo.

Two Persons Killed and More Than Score Hurt in Head-on Collision.

GLENWOOD, Mo., Aug. 28.—Two persons are dead and a score injured, six dangerously, as the result of a head-on collision between a heavily-loaded Wabash passenger train and a freight train one mile south of here today.

The dead: HENRY LODWIG, Queen City, Mo. R. T. THOMPSON, Moberly, Mo., freight fireman.

Among the injured are: N. W. Warnick, Centerville, Ia., internally fractured skull; J. W. Ziegler, Moberly, Mo., mail clerk, badly scalped; V. J. Kappler, Moberly, Mo., passenger fireman, back and side injured; T. L. Carney, Moberly, Mo., baggage-master, internal injuries, serious; Grover Clark, Trenton, Mo., back and shoulder injured; William Riley and wife, Downing, Mo., bruised on back and side and hips; M. Thompson, Wilmathville, Mo., bruised on body and serious internal injuries.

An extra freight train running at a high speed collided with the passenger train on a curve.

The passenger train was crowded with persons going to the old soldiers' reunion at Glenwood, many women and children being aboard.

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Kidnapers Must Return to Kansas

Governor of Missouri Honors Requisition for Return of Abductor of Incubator Baby.

JEFFERSON CITY, Mo., Aug. 28.—After reviewing the testimony and affidavits submitted in the hearing on the requisition for the return of Mrs. Stella Barclay and John W. Gentry to Kansas, Acting Governor Gmelch late today honored the requisition. Mrs. Barclay and Gentry must return to Kansas to stand trial on the charge of kidnaping Marian Beakley, the incubator baby, and answer the charge of assault. Acting Governor Gmelch issued no statement other than his decision.

KANSAS CITY, Mo., Aug. 28.—The requisition granted today by Acting Governor Melchior for the return to Kansas of Mrs. James Barclay and John Gentry, principals in the incubator baby kidnaping case, will not become effective until next Monday, the time set for the habeas corpus hearing before Judge Porterfield of the circuit court here.

Topeka authorities have notified the local police department that that officer would be in Kansas City Monday to take Mrs. Barclay and Gentry to Topeka at the conclusion of the court hearing here. When the hearing of the action of the governor in granting the requisition, Mrs. Barclay went to police headquarters. She said that she would be ready to go to Topeka Monday. Gentry is being held by the police.

MUTINY IN GREEK ARMY

Part of Garrison at Athens Leaves Barracks Because of Disaffection.

ATHENS, Aug. 28.—A part of the local garrison, under the leadership of its officers, mutinied this morning, left the barracks, marched out of the city and now encamped in the suburbs. The men are dissatisfied with the present ministry and conditions in the army. As a result of this step the cabinet of Premier Rallis has resigned and King George has asked M. Maroniachalis to form a new ministry.

There has been marked unrest among the officers of the Greek army for some time on account of alleged favoritism and slowness in the promotion of juniors.

OFFICERS OF LOYAL LEGION

Third Annual Convention of South Dakota Organization Ends at Yankton.

YANKTON, S. D., Aug. 28.—(Special Telegram.)—The third annual convention of the State Loyal Temperance legion closed here Friday night after a two days' session. The officers elected were: Miss Strayer Morrow, Brookings, president; Samson Thomas, Springfield, first vice president; Helen Rowland, Parker, second vice president; F. L. Richards, White Lake, corresponding secretary; Mrs. F. A. Bidwell, Mitchell, treasurer.

Buffalo Bill Admires Conquest of the Prairies

"It'll be plagued if I don't like that picture mighty well," said Colonel W. F. Cody, "Buffalo Bill," as he stood in the cod of the Bee building looking at Irving H. Bacon's painting of "The Conquest of the Prairies."

Then the famous scout, who is himself a part of the painting, looked at the work of the artist for several minutes in meditation.

"Yes, it's mighty fine," he said again. "Yes, I love that picture. It is great, and as true to life and the time it depicts."

Many men had gathered around Colonel Cody and the painting by this time, and the Colonel enlightened them as to the painting and how it came to be painted.

"The late Edward Rosewater first conceived this painting," he said, "and he hired Mr. Bacon over five years ago to do the work. 'The Course of Empire,' I believe, was in the hands of the artist at the time, but in 'The Conquest of the Prairies' nothing is lost and the idea is much the same."

"Mr. Rosewater wanted a picture different from everything else, a picture of his country in the early days of transition from savagery to civilization. He wanted the Indian and the Buffalo, showing the aboriginal state; the homesteader and the railroad, showing the advent of a new era. And we have it all here wonderfully worked out."

"Here in the foreground we have the Indians, true in coloring and form, and the buffalo being driven back toward the setting sun, while in the background can be

GREAT FLOOD AT MONTEREY

Rumor that Large Part of Mexican City Has Been Washed Away.

HEAVY LOSS OF LIFE RUMORED

One Report Places Number of Deaths at One Thousand.

TRAIN SERVICE IS SUSPENDED

Wires to Laredo Are Down and News of Disaster Meager.

RIVER RISES SUDDENLY

Many Adobe Huts Along Its Banks Are Dissolved by the Flood and Their Occupants Drowned.

LAREDO, Tex., Aug. 28.—Word reached this city late this afternoon of one of the most disastrous floods ever known in Northern Mexico. It was caused by the overflow of the Santa Catarina river. According to the rumors, many lives were lost, some estimates being as high as 1,000. The financial damage is estimated at anywhere from \$1,000,000 to \$2,000,000. For the last forty-eight hours a veritable deluge of rain has been falling, which, together with the flow of water from the adjacent mountains into the Santa Catarina river, so swelled that stream that it reached a width of a mile and a half and completely overflowed certain portions of the city of Monterey, wrecking houses and causing loss of life. It is believed that the rumor placing the lives lost at 1,000 is a gross exaggeration, due to the unsettled conditions prevailing. However, it is certain that the flood was the most terrible in the history of the oldest inhabitants and that the loss of life will be great.

Not a train has reached this city thus far today and telegraphic communication is crippled to such an extent that the exact location of some of the trains is at the present time unknown.

In the city of Monterey telephone communication is impossible, the electric light plant is half under water and out of commission, the entire street car service of the city, which depends upon the electric plant for its power, is paralyzed and the water works has been damaged to such an extent that the water supply of the city is crippled.

Information reaching here through reliable sources states that so severe was the flood that the inhabitants in the vicinity of the flooded stream barely had time to flee for their lives; that the crush of waters carried away their homes and chattels and in many cases drowned the occupants of the small huts used by the natives. It is said that conditions are chaotic and that the places are crowded with homeless natives.

The buildings of Monterey, like those of many other old Mexican cities, are, in most cases, built of adobe. These buildings, when struck by the floods, literally dissolved, and in many instances their inhabitants are reported to have been caught in the falling material and rendered helpless and drowned like rats in a trap.

Flood conditions extend as far south as Saltillo, although no great damage beyond that to roadbeds is reported south of Monterey.

Telegraphic communication to the north is partially interrupted, but it was learned tonight over a working wire that there has been no loss of life reported in the city of Monterey. The reports reaching Laredo as to the life loss in Monterey are so varied that it is impossible to state with certainty what the catastrophe will really amount to.

Inquiry was made tonight at the offices of the National railway to learn if any light could be thrown upon the life loss in Monterey, but that office was in ignorance of the situation, it having lost all wires to the south late last night.

Monterey is a city of approximately 70,000 inhabitants and is located 153 miles south of Laredo. It is set in a valley between high mountains and is traversed by the Santa Catarina river. Among some of the plants that were more or less damaged are:

The electric light plant, the water-works, the yards of the National Railway of Mexico, also several warehouses of private individuals in that vicinity. The railroad and steel plants which latter are reported to be badly damaged by the water.

According to advices from the federal telegraph authorities, wires south are paralyzed, only one wire working south to Laredo, and that office which latter Monterey was secured over this wire via Ciudad Porfirio Diaz and Chihuahua, a circuitous route.

Buffalo Bill's First Clown Dead

Old Circus Man Had Lived as Recluse for Many Years.

NEWTON, N. J., Aug. 28.—William Shafer, the first clown that traveled with Dan Rice's circus, died here today, aged 83 years. For years he had lived the life of a recluse.

Why do you pay rent when you can buy a home in Omaha with only a small payment down and balance same as rent?

Read the Real Estate column from day to day and you will find a home offered for sale within your means. The Bee has found homes for hundreds of others and can find a home for you.

Have you read the want ads, yet, today?

Harriman III: Stocks Nervous!

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Aside from this decision, the most important incident bearing on his illness today was a visit from Jacob H. Schiff, the New York banker, the first prominent figure in the financial world to see Mr. Harriman since his return from Europe. Mr. Schiff came apparently with the idea of ascertaining just how ill Mr. Harriman is. He did not talk business and when he left he said: "Mr. Harriman is better."

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Dr. George W. Crile, the Cleveland surgeon who was reported to have been summoned for consultation, was not recognized today as an arriving or departing passenger at either Turner or Arden, the two stations on the Erie railroad nearest the Harriman residence. It is probable, however, that he slipped through the lines of correspondents who recognized, took part in the consultation and departed.

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As he spoke the banker had the air of a man who had come prepared to face a crisis and was leaving happy to find that there was no crisis. His visit was expected by the Harriman household, for in the day orders came from Tower Hill to stop a through Erie train at Arden. When the train halted an automobile was on hand and Mr. Schiff was whisked away before he could be questioned, but he expressed his views upon his return to the Arden station this afternoon.

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"Mr. Harriman is resting well. There has been no operation and no change in his condition," was the gist of this answer. The reply came apparently from one of Mr. Harriman's secretaries or a house servant.

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"Mr. Harriman has been more than a father to me during my sixteen years



From the New York Mail.

LIMIT WATER RIGHT GRANTS

National Conservation Congress Goes Upon Record.

FOR TERM OF YEARS ONLY

Life of Grants Should Be Limited and Annual Tax Should Be Collected—Baker Elected President.

SEATTLE, Aug. 28.—The National Conservation congress today adopted a resolution that the federal government should limit grants of water rights to a reasonable definite time and should exact an annual tax upon them.

The resolution was drawn by Dr. W. J. McGee, the soil-water expert.

Those who voted for it in the committee on resolution were ex-Governor Pardee of California, Dr. McGee, H. A. Barker, of Rhode Island, Ralph Hosmer of Hawaii, W. J. Fleming Jones of New Mexico, John E. Hardner of Louisiana. Those who opposed it were United States District Judge C. H. Handford of Colorado, Benjamin F. Wilcox of New York and Prof. L. G. Carpenter of Colorado. Judge Handford introduced a substitute resolution setting forth that it was the promise of land and water rights that drew the first settlers to the west and that it is now developing it.

Other resolutions adopted endorse the forestry and reclamation bureaus; recommend the creation of a national bureau of mines; endorse the National Conservation commission; urge a federal appropriation for the work of the commission and favors the statehood for Arizona and New Mexico. The congress formed a permanent organization and elected the following officers:

President—Bernard N. Baker, of Baltimore, Md.

Secretary—L. F. Brown, of Seattle.

Executive Committee—J. D. White, Missouri; Liberty P. Bailey, of New York; N. Teal, of Portland, Ore.; J. E. Hardner, Louisiana; W. J. Fleming Jones, New York; A. B. Parquhar, York, Pa.; Mrs. J. Ellen Foster, Washington, D. C.; and Thomas Burke, Seattle.

ALDRICH GOES TO EUROPE

Chairman of Monetary Commission Will Complete Arrangements for Information from Italy.

NEW YORK, Aug. 28.—United States Senator Nelson W. Aldrich of Rhode Island, chairman of the national monetary commission, sailed for Europe on the steamer America today to the interests of the commission. His principal object is to complete arrangements hereafter made for information regarding the monetary system in Italy.

Body of Young Woman Is Found Floating in Lake

Disappeared Suddenly from Pier, Where She Had Been Fishing with Friends.

CHICAGO, Aug. 28.—The body of Miss Emily Beharringhausen, 23 years old, was found floating in the lake off Lincoln park today by a fisherman. Last Tuesday the young woman disappeared from the government pier, where she had gone with her fiancé to fish. Fear that she had been murdered for her valuables was expressed, but when the body was recovered her jewelry and purse were found intact. While her fiancé was busy with his line, the young woman strolled away and his search for her was fruitless.

Praise for Bravery of Wireless Operator

Vanouever, B. C., Aug. 28.—Stories told by survivors of the Ohio disaster which was Carter's bay in northern British Columbia.

"Every man of the crew, from captain down, and every passenger, including the women, behaved with magnificent bravery. 'Eccles, the wireless operator, stuck heavily to his post until the last minute, when the ship was sinking beneath his feet. I did not see him jump, but indications are that he did, for we have his body aboard. A long, deep gash shows the belief that in jumping or in coming to the surface, he struck something, rendering him unconscious."

After reaching Carter bay we struck again. Some people at once swam off to the nearest shore, but on account of the cliffs could not make a landing. No blame can be attached to any one. Luckily the boats were got off in time to take all the women and children. The women, especially, showed much bravery."

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