

CURTISS WILL TRY OUT AIRSHIP HERE

Famous Aviator Plans Practice
Spins at the Grounds of Mo-
tor Speedway.

WILL LOOK OVER SITE TODAY

Several Other Aeronauts Will As-
semble at Indianapolis to Pur-
sue Their Study.

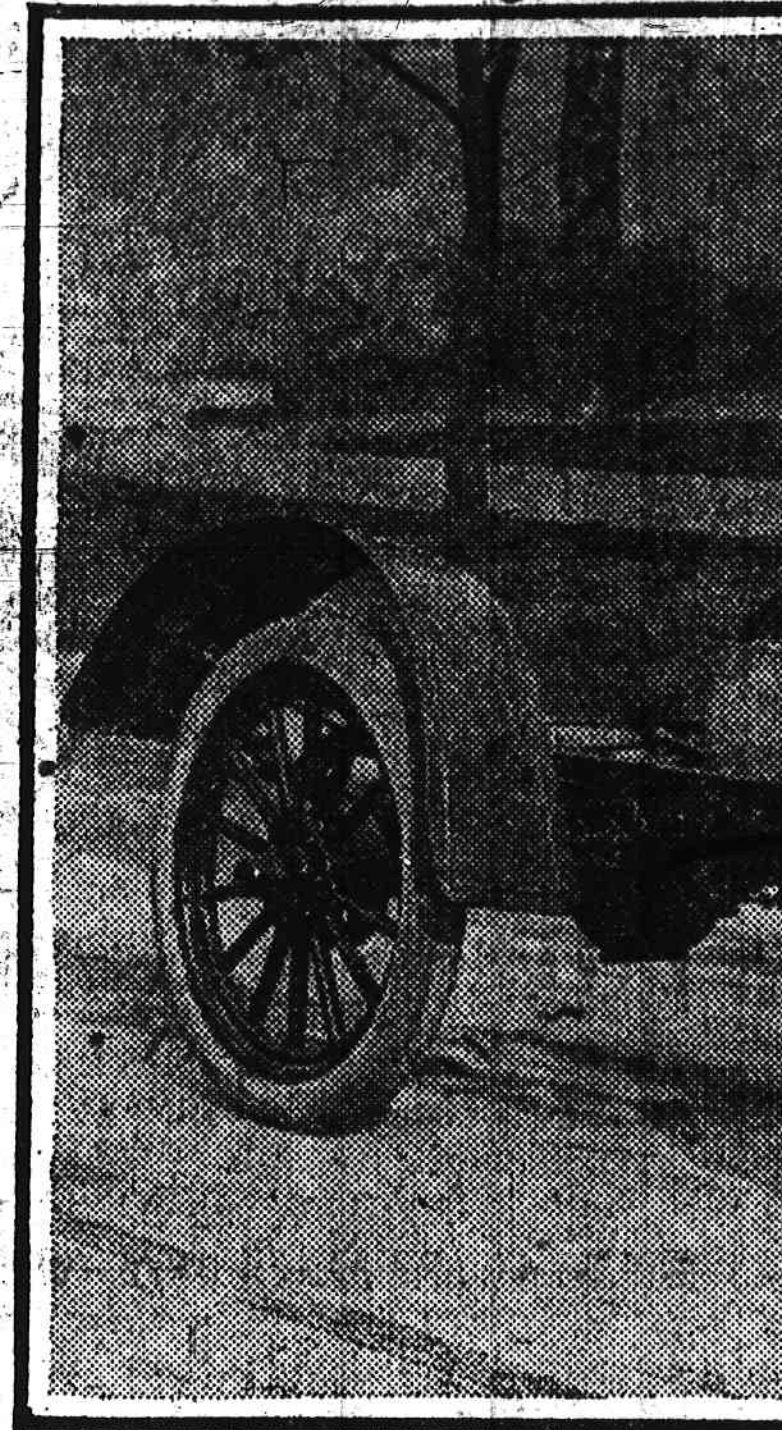
Glenn H. Curtiss, holder of the "Cup de Internationale," won at the recent international meeting at Rheims, France, and one of the most proficient aviators in the country at this time, will stop off at Indianapolis this morning on his way from St. Louis, and with Director of Contests E. A. Moross of the Motor Speedway visit the course, where he will establish permanent headquarters.

With him he will bring his twenty-five-horse-power machine that was used in the exhibition flights at St. Louis. This car is the property of A. P. Warner of Beloit, Wis.

J. W. Curson, a young millionaire theatrical manager, who is interested in the aviation world at this time, and who is owner of the Farman biplane, will be in the party and will make this city his headquarters in the future. Curson is one of the most enthusiastic men in the game today and will make many trial flights at the Speedway during the next month.

Capt. Thomas Baldwin, manufacturer of all government balloons and one of the pioneers of the aerial pastime, will be

First Premier



the ground it will not be complex to begin a carnival, the like of which was never seen in this country.

Curtiss will practically transport his factory from Hammondspport to Indianapolis, and all of his testing and instructing will be done in this city hereafter. The excellent opportunities that the Speedway offers for secluded practice and secret work will also draw most of the other aviators here and Indianapolis will become famous for its direct interest in the development of aviation.

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Capt. Thomas Baldwin, manufacturer of all government balloons and one of the pioneers of the aerial pastime, will be another member of the party. Roy Knabenshue, the boy aeronaut, who gave successful flights at St. Louis last week and showed his skill at handling a dirigible bag in high wind, will stop over with C. L. Beachey, the first man to circle the Washington monument in a dirigible balloon.

Will Establish Headquarters.

This noted group of aviators and aeronauts will meet at this city and establish headquarters here for their machines. Curtiss is one of the first to take advantage of Director of Contests Moross's offer of allowing the aviators free use of the Speedway for their machines and will train all of his pupils at this ground in the future. A. P. Warner, whose machine was tried out at the St. Louis Centennial, will be the first to learn the new method of transportation, and Curtiss has many other orders for machines that will be finished at the Speedway and turned over to their owners there.

Curson is going to study the intricacies of aviation more fully, and with these two quarters here and some of the others that have requested privilege of using the ground Indianapolis will be classed among the foremost in the aerial world.

Beachey, Baldwin and Knabenshue will stay in this city for some time to work with their machines and the Motor Speedway promises to be converted into an aviation ground within a few days. The new aerodrome will house all of these machines, and with the large dirigible of Carl Fisher's also stored there this city will hold the most precious lot of mechanical birds ever on this side of the Atlantic.

As yet it is not fully decided that the Speedway will hold a meeting this fall for these aviators, but weather conditions being favorable and the machines being on

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Curtiss and the remainder of the party will arrive from St. Louis on the morning train and will be the guests of Director of Contests E. A. Moross and Speedway management at the Speedway. The machines will be shipped to this city in the next few days and then Curtiss will arrange to have the remainder of his finished parts transported here to assemble the machines and get them ready for trial flights. Curson will also build another aeroplane, an exact duplicate of the Farman machine, and try it out at the track.

FINDS CLIFF DWELLER CLEW.

Prof. Hewitt Thinks Famine Forced Out Pueblo Ancestors.

LOS ANGELES, Cal., Oct. 9.—By piecing out and studying disinterred relics and fragmentary traditions of the Pueblo Indians, Prof. Edgar L. Hewitt, president of the School of American Archeology, who has spent the last two years excavating near Santa Fe, N. M., believes he has obtained clews through which scientific investigators will ultimately clear the mystery of the deserted cliff dwellings.

Inscriptions on stone, which Prof. Hewitt has found, indicate, he says, that the ancestors of the present Pueblo flourished about a thousand years ago. Then the desert began drying up and to avoid famine the dense population of the extensive cliff caves deserted their homes, leaving such few traces that their life history became a mystery for modern science.

Wandering afar, Prof. Hewitt believes they mixed with a lower order of savages nearer the coast and lost their identity in an inferior hybrid race.

CITY STOPS ITS DEADHEADS.

Pollcemen and Firemen Must Pay Fares on Gotham Ferries.

NEW YORK, Oct. 9.—Fire Commissioner Hayes received a letter from Commis-



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