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MAN-BIRD PAYS A VISIT TO THIS CITY

**Glenn H. Curtiss Comes to
Look Over the Indianapolis
Motor Speedway.**

GIVES CREDIT TO WRIGHTS

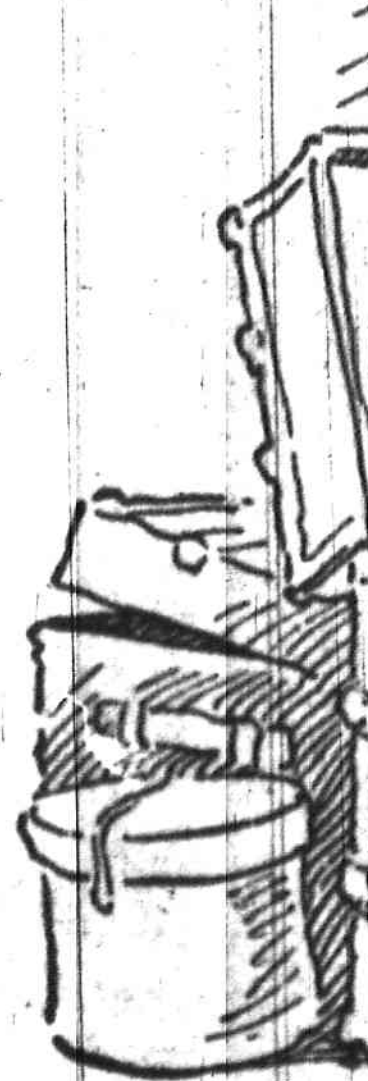
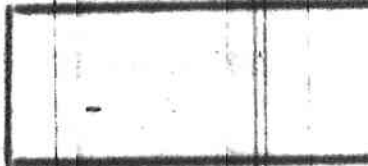
**Says Their Ft. Myer Feats Were
Greatest Up to Date—Curtiss May
Fly Here Next Month.**

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Glenn H. Curtiss, who won the Gordon Bennett international aviation cup at Rheims, took the prizes at Brescia, Italy, and who was in Indianapolis today, is an American all right. Foreign laudation and medals have not swelled his head; a stay in the land of champagne and a taste of the pate-de-foi-gras diet has not affected his lingo, and even international cash-prizes have not changed the cut of his jib. As he arrived in Indianapolis this morning and moved and talked he seemed to be every inch an up-state New Yorker, who had never felt the laural wreath on his brow.

The man-bird came to Indianapolis from Chicago to see the Indianapolis



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The man-bird came to Indianapolis from Chicago to see the Indianapolis motor speedway. He didn't bring his wings with him. He desired to see the speedway for two purposes—first, to ascertain if it is suitable for an aeroplane exhibition, and second, to find out whether or not it is a suitable place for an aeroplaning school. He brought with him A. P. Warner, the speed indicator man, who has the distinction of being the first American to buy an aeroplane. Warner is, as it were, the newly hatched birdlet who is being taught to fly by his parents—Curtiss being the father and mother of the fledging man-bird in this respect. Both announce that J. W. Curzon, who has bought a Farman biplane, shipped his machine to Indianapolis last night and that he will be along right away to start flying in the Indianapolis "school."

Quiet and Unassuming.

Curtiss was dressed like the average everyday American. He wore, over a plain black suit, a long cravenette coat. This international hero did not even wear a boiled shirt; it was just of the negligee type that the rest of us average Americans wear. And not even patent leather shoes. One would never pick him out in a big crowd as the man who soared into international fame and who shared with Cook and Peary and the Wrights—and the shades of Fulton and Hudson—the honors of his own country in the big New York celebration.

And he early demonstrated, when asked for an interview today, that he has none of the Commander Peary in him.

"What," the interviewer wanted to know, "is the greatest aeroplaning feat up to date? The Bleriot flight across the channel?"

"Well," said Mr. Curtiss, in perfectly unblemished American English, "if I were the jury I would say that the greatest performance in man-flying up to date consisted of the over-country flights by the Wrights at Ft. Myer. The Bleriot flight across the channel, of course, was of great historical significance, and the high flight of Orville Wright at Potsdam was spectacular, but, after all, the Ft. Myer flights were the greatest real accomplishments up to date."



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