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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

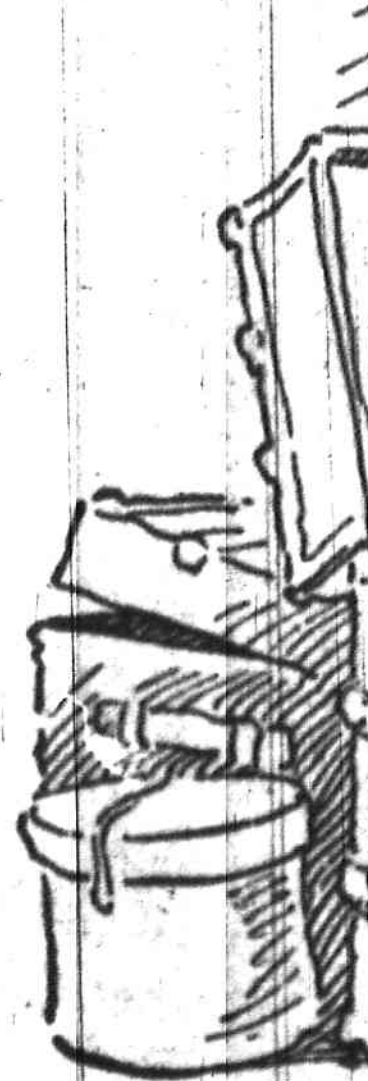
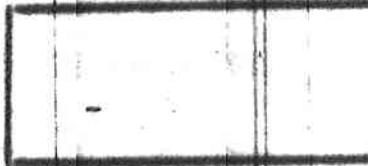
**Says Their Ft. Myer Feats Were
Greatest Up to Date—Curtiss May
Fly Here Next Month.**

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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.

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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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And so he talked on. Here is an American who does not talk about himself and, more than that, one who does not knock his rivals.

Wrights Deserve Honors.

"The Wrights will go into history as the fathers of great things in aviation and they deserve every honor that has come to them," he said.

Purely as a mechanical student, he compared the various machines, his own among them, and pointed out frankly the defects of this machine and of that one, and admitted the limitations of all of them, his own included.

"What is it all coming too; are we going to be able to go down to an aeroplane agency soon and pick out a machine?"

"Yes," he said, "but I can not say how soon it will come. We have all begun to commercialize our machines. I have a standard price and am building machines for sale in our factory at Hammondsport, N. Y. My machine is being placed on the market at \$7,500. The Wright German and French companies are putting that machine on the market for \$5,000 and other French machines are being sold from \$2,000 up to \$5,000. It seems that \$5,000 is to become the first standard price for a serviceable machine."

"What is going to come to pass in aeroplaning? Is it always to be the uncertain thing it is now?"

Progress Being Made.

"I must confess," said Mr. Curtiss, in his modest way, "that I do not believe any man who is flying and is a student of the new art can predict what is coming to pass. We are all doing our best, and we are making progress, but I doubt if aeroplaning will ever realize the dreams of the men who do not fly. As for carrying fast mails and passengers by airship, I don't see it near at hand.

"Whenever I fly, I want a good place

Continued on Page Thirteen.

WEATHER INDICATIONS.

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PARIS, October 12
Professor Francisco Ferrer, a
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MAN-BIRD PAYS A VISIT TO THIS CITY

Continued from Page One.

underneath me to land. Why, when I came back from Europe to make flights in New York, the papers had led the people to believe that we were going to sail over the skyscrapers of New York. Something is likely to happen to an aeroplane at any moment, and one always wants a good place to light. Why, I'd almost as soon jump out of my aeroplane as to try to fly over even the business section of Indianapolis. I fear that we are not keeping up with the dreams of the people, and I am not prepared to make any prediction as to the future. Frankly, I don't know."

The wind was bending the branches in the trees outside of the Fisher garage, where Curtiss was waiting for the automobile to take him to the speedway. "What about today?" he was asked.

"Well," he replied, "the day may come when man will go out and fly on a day like this. But it is not yet. Do you notice that there are no birds out flying today? Man never can hope, after all, quite to equal the bird. If the day does come when he can venture out on a day such as this, it will be like the bird that only flies out to get something to eat or to meet some other imperative demand."

Bleriot a Daredevil.

Mr. Curtiss is interesting in his references to the men of the air whom he has met and flown with. Bleriot, he thinks, is a daredevil, the Wrights are conservative students. He admires Farman.



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"Do you think," he was asked, "that you could fly across the channel like Bleriot did?"

"Yes," he replied, "but why chase a ball after it has been caught? Flying across or over water is the very best condition possible."

Mr. Curtiss expects a great aviation meet next year when the international races are held in this country. He expects a great many contestants from France, Britain and other countries for the great Gordon Bennett international aviation cup, which he got by his remarkable flights at Rheims. He was interested to know that Indianapolis will become one of the bidders for that great event.

Examines Schebler Motor.

Curtiss was told that George M. Schebler, of the Wheeler-Schebler company, had built a new twelve-cylinder motor, which he hoped to adapt to aeroplane use. This aroused his mechanical side and he wanted to see it. He went over the motor very carefully, pointing out some slight defects and numerous great possibilities and advantages. "It is a beautiful piece of work. Schebler must be a great workman. I would like to meet him."

He was asked whether he thought the European motors better than the American ones, it having been insisted by some that the Europeans had carried the motor to greater perfection.

"Well," said Curtiss, "I am content with the American motor. I still use my own, and all I can say is that I was the

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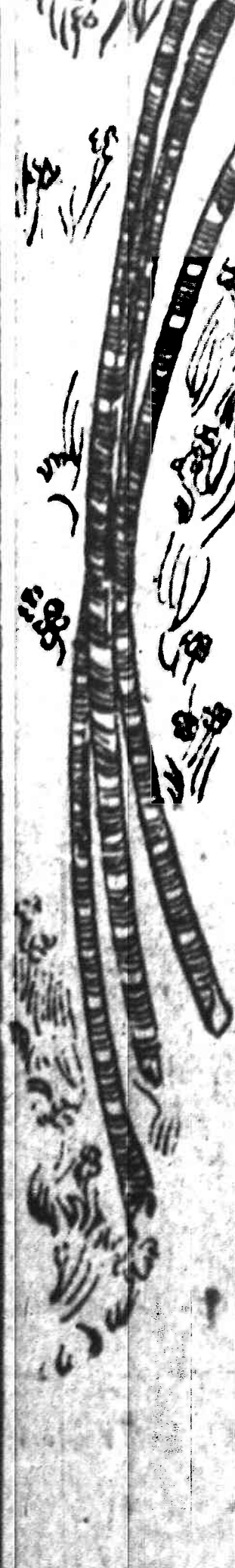
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What Opened His Eyes.

"Do you men—you, the Wrights, Bleriot, Farman and others—realize what history you are making?" he was asked.

He laughed. "Well, I am just beginning to awaken to it," he said, "but I must admit that I did not realize it until I came home and was given a greeting in New York and the biggest banquet they ever had up at Hammondsport. But the thing that really opened my eyes was the crowd of 300,000 people that turned out in St. Louis to see the flights. It was too bad that the flights were not more spectacular. The French people, of course, are enthusiastic over aeroplaning, and that was expected, but I was wholly unprepared to realize the interest that is taken in this country and especially out in the states of this magnificent valley."

E. A. Moross, director of the speedway, took Curtiss and Warner out to the place. Curtiss was greatly pleased. "Now, if you'll just take out that tree, and that one and that one," said Curtiss, pointing to some in the center of the speedway park and south of the little grove at the north end, "you'll have a fine place for aviation exhibitions by experts and a suitable place for students to practice. You will have to take out those telephone and telegraph posts." Carl Fisher issued



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E. A. Moross, director of the speedway, took Curtiss and Warner out to the place. Curtiss was greatly pleased. "Now, if you'll just take out that tree, and that one and that one," said Curtiss, pointing to some in the center of the speedway park and south of the little grove at the north end. "you'll have a fine place for aviation exhibitions by experts and a suitable place for students to practice. You will have to take out those telephone and telegraph posts." Carl Fisher issued orders immediately that this be done.

To Return in November.

Curtiss was so pleased that he is willing to come to Indianapolis during the first of the second week in November to make flights while Barney Oldfield, DePalma, Zengel, Christie, Burman and other automobile racers are making record tests on the new, bricked, automobile track. The date for the land and air event has not been decided on yet. Besides Curtiss and the automobile men will be Warner and Curzon with their aeroplanes.

The weather conditions will have much to do with determining the date. It will probably be inadvisable to postpone it later than November 15, because the indications are that the men-birds will resemble the robin, who has to go south, rather than the sparrow, that stays here in all kinds of weather. The new bird's winter characteristics, however, have not yet been ascertained.

Good Aeroplaning Ground.

"The automobile track when the brick-
ing is completed," said Curtiss, "will be the finest in the world. And the place will be one of the good aeroplaning grounds." He thought Indianapolis would be well qualified to enter the lists for the great international aeroplaning event next year.

Mr. Curtiss was entertained at luncheon at the Columbia Club by Carl Fisher, and there a number of Indianapolis men had the pleasure of meeting him. In the luncheon party were Curtiss, Warner, John Barclay, Jr., A. C. Newby, J. A. Allison, F. H. Wheeler and E. A. Moross. Curtiss and Warner returned to Chicago in the afternoon. "We haven't put the railroads out of business yet," Curtiss remarked as he started for the station.

LOSES FOOT IN COUPLING

With Clover



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NORTHERN INDIANA

Laymen and Ministers
Lutheran Church

[Special to The Indianapolis News]
"LOGANSPOUT," In
twenty-seventh annual
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