

Moross Posts Aerial

WRIGHTS AGREE TO HOLD RACES HERE

Accept Speedway Terms for First
Aeroplane Meet Without Trou-
ble With Injunction.

WILL COST ABOUT \$95,000

Events From June 12 to 18 Re-
quire Large Sum and Will
Benefit City.

The first aeroplane meet ever held in America free from injunction interference is now definitely scheduled for Indianapolis since the signing of a \$95,000 contract yesterday by E. A. Moross, representing the Indianapolis Motor Speedway, with the Wright Aeroplane Exhibition Company of Dayton, O.

The date agreed upon is from June 12 to 18 and from five to eight machines are guaranteed to be put through their aerial capers every day. The beauty of this meet is that the Wrights have consented to let other models of flying crafts participate. Joseph Curzon with his Farman, several of Carl G. Fisher's Indianapolis-made models and a Bleriot machine he is going to purchase will be certain, and others are probable. Be-

Central Leaguers



man, several of Carl G. Fisher's Indianapolis-made models and a Bleriot machine he is going to purchase will be certain, and others are probable. Besides the winged crafts there will be events for spherical and dirigible vessels, all of which goes to point to the greatest races among the clouds ever held in this country.

The big question mark which stubbornly hangs behind the proposition of the international meet because of the Wrights' injunctions, will cause all of the nation's interest to focus on this Indianapolis "for sure" event. It is stated by those in authority that it is very doubtful if the international meet can be held this year. For this reason the local boosters were the first to grasp the opportunity of signing the Wrights with their machines and getting their promise to let other models take part.

Moross Deserves Credit.

The credit for landing the event in detail is due to E. A. Moross, director of the Speedway contests, who acted for Carl Fisher and others. Mr. Moross first began negotiations with Roy Knabenshue, manager of the exhibition company, who came here last week, but his prices beat all "aerial records" and soared out of sight. He went to Dayton yesterday and "had it out face to face" with the Wrights themselves, and the result was a compromise which resulted in the landing of the first big aerial meet this side of France.

More than \$25,000 in prizes will be offered during this meet, and several hundred dollars will be expended preparing the grounds. An army of workmen was put to work yesterday grading the aviation course at the Speedway and trees will be cut down and other repairs made to make the local site the greatest aerial course in the land.

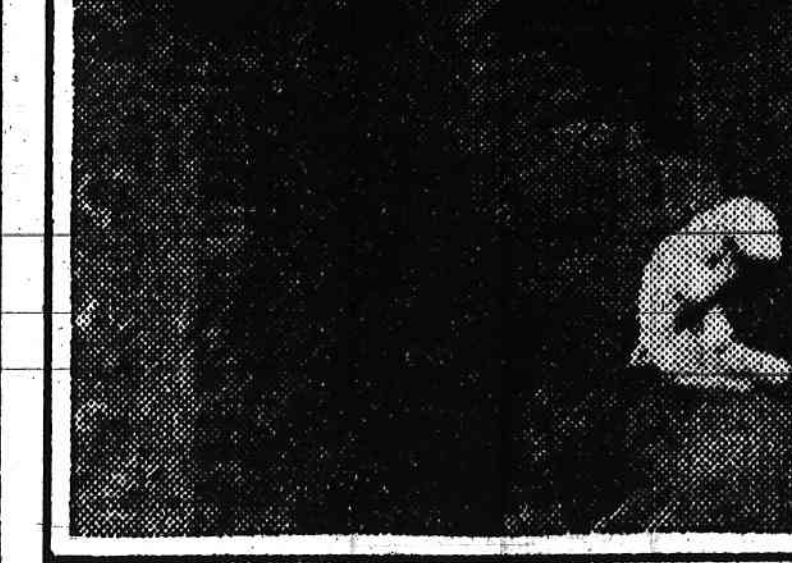
It is expected that the city will be flooded with an influx of visitors from the directions of the four winds during this meet.

The Wrights will be permitted to use the big aerodome at the course for their machines, and either other buildings will be constructed for the mechanical birds or big tents will be used.

"I had a long talk with Wilbur Wright, and I don't believe what they say about him being the man who never smiles," said Mr. Moross last night. "Why, I made him laugh several times. When I told him about our great Speedway and the kind of a city Indianapolis is to attend to and care for such an event of international importance he just more than smiled."

The clause of the contract which permits open competition is as follows:

"The Indianapolis Motor Speedway is desirous of entering machines which are



TOP ROW—ARTHUR HELMICK AND A

of the gross gate receipts, but guarantees that the amount will equal \$50,000. The Speedway further agrees to give \$25,000 in prizes and further agrees that it will spend the sum of \$20,000 to advertise the meet, making the total amount, not considering the cost of equipment to be prepared, total \$95,000.

The Los Angeles meet had four machines only that took part in the events. This contract with the Speedway means that at least ten machines are sure to perform. While it is a guarantee that aviation is to be made possible and events encouraged under the Wright jurisdiction. Work on the Speedway aviation field is being pushed under way so as to complete same for practice work for the machines now housed on the course. With the three holiday dates Memorial day, Fourth of July and Labor day, for three-day automobile race meets and with the National Balloon Meet, Sept. 17, the Speedway has plucked most of the plums of importance for 1910.

Mr. Moross was extremely pleased on his return from Dayton last night and it remains but for the president of the Speedway, Carl Fisher, to attach his signature to the contract to complete the affair. As Mr. Moross left for Dayton with the instructions from Mr. Fisher that were embodied in the contract it is considered as closed.

CLOSE FINISHES MARK DAY'S AUTO RACES AT DAYTONA

Nine Cars End in Bunch in Ten-Mile Handicap, While Oldfield Features.

DAYTONA, Fla., March 22.—Close finishes in three events proved the feature of the first day's racing of the Daytona Beach automobile carnival. In the ten-mile handicap nine cars finished in a bunch while in

had it outside to race with the Wrights themselves, and the result was a compromise which resulted in the landing of the first big aerial meet this side of France.

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The clause of the contract which permits open competition is as follows:

"The Indianapolis Motor Speedway is desirous of entering machines which are infringements upon the Wright patents; the Wright Company agrees to issue a license for these machines to appear at this meet only, the machines to be designated later, and each individual operator must agree to not appear with these machines at any other meet without a special license granted by the Wright Company.

"The Indianapolis Motor Speedway agrees to embody in their advertising that all aviators and machines, other than the Wrights, which take part in this meet are operating under special license for this meet only."

As there is at this time at the Speedway a Farman machine and the original Wrights at Rheims for time in the air, as well as various other craft for sky flight, this clause includes these machines.

Fisher Will Fly.

Carl Fisher, president of the Speedway, contemplates ordering at once a Bleriot model which he will personally fly with at this meet. The conditions of the contract with the Wright Company requires the greatest expense ever incurred for a meet. For the five or more machines furnished by the Wright Company the Speedway agrees to give a percentage

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DAYTONA, Fla., March 22.—Close finishes in three events proved the feature of the first day's racing of the Daytona Beach automobile carnival. In the ten-mile handicap nine cars finished in a bunch, while in the ten-mile Southern championship the first and second cars were only a few inches apart. Oldfield in his Knox won the twenty-mile free-for-all stock chassis event from the Pope-Hartford by a scant half length.

A short-circuit on the five-miles of wire used for the timing apparatus caused the two world's championship races at distances of one and five miles to be postponed. The cars of Oldfield, Christie and David Bruce Brown were working at top speed during the exhibition drives by the trio, but no time could be taken.

The program for tomorrow includes the one-mile world's championship race.

COURT FAVORS "STRONG MAN."

Grants Charles Carver Continuance in His Wife Abandonment Trial.

CHICAGO, March 22.—Charles A. Carver, the former Yale "strong man," recently arrested at New York charged with wife abandonment, was arraigned before Municipal Judge Gemmill here today, but despite objections of counsel for Mrs. Carver, he was granted a continuance until April 2.

Margaret Barry, said to be a writer of plays under the name of "Florence Russell," at whose door Mrs. Carver lays much of her trouble, was not in the courtroom.