

A GIRL HE LEFT BEHIND HIM



CURTISS IN GREAT AEROPLANE FLIGHT

FLOWERS OF DEAD

Aviator Flies from Albany to New York and Wins \$10,000.

Veterans of Unites in a Con- tribute to th

DISTANCE IS 137 MILES

SERVICES AT

Speed is More Than 54 Miles an Hour, Which is Record Time for Long Distance Air Voyages.

Memorial Day Pa town Streets— at Holy C

NEW YORK, May 30.—The marvelous feat of Glenn Curtiss in flying from Albany to New York yesterday—137 miles in 102 minutes—compelled the attention of the entire world today. This aeroplane flight from the state capital to Governors Island, just off the Battery, breaks all speed records in aviation distance contests.

With bowed heads and a solemnity of their de- thinned ranks of a war, with here an fought among the of Mexico while it was yet but a port graves in the odd cemetery this aff- sons and their gra- men who fought, place flags on the hundreds of school- uring the graves, flowers.

Mr. Curtiss rested quietly at his hotel today and received the congratulations that were showered on him. He made it clear that he believed that still greater feats in flying would be accomplished, and those in a not far distant future.

Then advancing veterans tenderly green on the face never fading men had fought and ad- blage floated the chanting "Cover tiful Flowers" and the raising a salute to the de- ment of the In- sounded and some- idly closing, be- crans was passed.

The flight from the state capital began at 7:03 o'clock yesterday morning and only two stops were made before the biplane glided on the rocks of Governors Island. The first stop was made at Poughkeepsie, where an hour was spent by Curtiss going over his engine and re-filling his oil tank. The second stop was made at Inwood, where he made his official landing. The aviator remained at Inwood an hour and seven minutes and then proceeded to Governors Island. Between Albany and Inwood the biplane, which is the smallest that has ever figured in the greater aviation contests, made an average speed of 54.06 miles an hour.

Sixty Miles an Hour.

For minutes at a time, Curtiss's machine skimmed through the air at sixty miles an hour, and the special train which was following the flight was hard put to it to keep abreast of the machine.

Address by the officers' plot, which ritual of the Gran- lic, Charles A. Bue had stirred his and people by a "Boys in Blue" as faded.

There were times during the flight when the machine soared close to seven hundred feet above the winding river.

The assemblage sang "America" field opened by the proclamation and orders concerning Galvin A. J. New burg address when Nelson M. monies, in- paid a tribute to the same in their country, erting a minute the address of tion to the G. and the Nation of Veterans and Corps assisted at

Curtiss's feat wins for him the \$10,000 cash prize of the New York World.

Revised figures of the entire flight are: Start from Albany, 7:03 a. m. Arrive Governors Island, 11 m. Total time of trip, 4 hours 57 minutes. Elapsed time of two stops en route, 2 hours and 11 minutes. Actual time of flight, 2 hours 46 minutes. Distance covered, 150 miles. Average speed a mile, about one minute six seconds.

This record is for the flight as a whole. The prize flight ended, as stated, at Inwood, with the record for the 137 miles to the point as previously given.

At Holy C

Curtiss's record in its entirety surpasses anything man has attempted in a heavier than air machine.

While the service Crown Hill, streets on a Holy Cross

LEY'S COMET.

Daily Bulletin.] 1910, by Frederic Campbell.] Halley's comet sets today m.; tomorrow 11:24 p. m. and today about 1,539 miles Comet's distance from 600,000 miles.

TAFT REVIEWS G. A. R. PARADE IN NEW YORK

Great Throngs Watch Vet-

Exceeded Paulhan's Speed.

met's speed today about 1,559 miles
minute. Comet's distance from
earth 40,000,000 miles.

attorney-general's office is designated
"hearing." It will, in fact, be a pro-
of the most emphatic kind against
of the railroads, and a demand
the attorney-general proceed against
runk lines and others connected with
ding of these rates.

Illinois Foremost in Fight.
is understood that the principal argu-
"before the attorney-general will be
by William Buff Hayne, general
sel for the Illinois Manufacturers'
clation, who took an active part in
recent shippers' convention at Chi-
which grew out of the rise in
As a result of this convention a
agent organization has been created
it intends to conduct a vigorous cam-
against the effort of railroads to
rates all over the country. In the
ation joining in the protest will be
leading business men from Illinois,
April, Wisconsin, Minnesota, Iowa,
ys and Nebraska.

Hayne is loaded with mat-
Regarding the necessity for the
increases he says the years earnings
e railroads in 1908 and 1909 showed
endous gains, that during that year
c-hief there was a net increase of
\$110,000,000, when the railroads were
finding that they would become
rupt if not permitted to advance the

Statistics Show Larger Revenue.
ring the fiscal year ended June 30,
the net increase in railroad revenue
\$58,000,000. The gross increase was
9,000, and the net gain was made
y adding \$4,000,000 decrease in operat-
xpenditures.

convention of the railroads is that
igh increased wages and heavier
ding expenditures these increases in
are necessary. This is denied by
shippers who have looked into the
tics of transportation.
advances thus far reported were
to a total of 276,177 men in the
service, and the increases were
d to average 6 per cent. On this
the increase in rates which will
more than \$100,000,000 extra out of
pockets of shippers and consumers,
ed at 6 per cent., would mean that
railroad would be paying more in
gate wages to their workmen than
than the aggregate of \$1,061,632,225
by the railroads to all employees,
ding officers, in 1908.

CATTLE NEAR BLUEFIELDS.

ada and Madrid Forces Have En-
gagement, Latter Losing.

ASHINGTON, May 30.—Severe fight-
between the troops of President
iz and those of Provisional President
ada, of the revolutionists, took place
this morning near Bluefields, Nicu-
a, according to a message from
ed States Consul Moffat at Bluefields,
ved today. Two hundred prisoners
taken by the Estrada troops
e fighting has taken place near Blue-
s and the insurgents, besides holding
own with the attacking troops and
ising them each time, captured two
ired men of the Madrid troops. These
ere, when brought into Bluefields, by
insurgents informed General Estrada
the government troops under General
were starving.

KILLED ON WAY TO GRAVE.

« Cripe Loses Life and Wife In-
jured in Runaway Accident.

[Special to the Indianapolis News.]
ARSAW, Ind., May 30.—Alex Cripe,
fty-five, was instantly killed and his
was injured in a runaway accident
morning. They were driving to the
ery with flowers to decorate the
of their son, Robert Cripe, who
ed at the hospital several months ago.
ate cause has been attributed to a

**Great Throngs Watch Vet-
erans, Regulars and
Sailors Keep Step.**

GUARD FOR THE PRESIDENT

**Work Horse Parade Up Fifth Avenue
a Feature of Memorial Day in
the Empire City.**

NEW YORK, May 30.—New York today
observed Memorial day, not merely with
traditional ceremony, but with the un-
usual honor of the presence in the city
of the President of the United States to
review the parade of the veterans. Ideal
weather conditions prevailed. Enormous
crowds were drawn to the streets and
avenues, through which marched the rap-
idly thinning ranks of blue, and a great
host was passed about the stand at the
palladium and sailors' monument, where
President Taft watched the Grand Army
men and kindred organizations pass in
review.
As usual the day was kept as a gen-
eral holiday, and when the morning's im-
pressive ceremonies were over, the city's
throngs gave themselves up to recreation
in the open. Sports played a prominent
part in the program of the day, and
crowds flocked to the beaches and various
pleasure resorts about the suburbs.

The President's Arrival.

President Taft arrived early from
Washington and was driven to the home
of his brother, Henry W. Taft, in West
Forty-eighth street. Breakfast there was
followed by a meeting with the other
members of the reviewing party, and a
brief reception at the Sherman Square
hotel. The trip to the reviewing stand
was then in order, with the old guard
as the President's special escort and a
guard of honor comprising the veteran
corps, artillery, military society of the
war of 1812. The distinguished party in-
vited to surround Mr. Taft on the review-
ing stand comprised Major-General Dan-
iel E. Sickles and Major-General Julius
H. Smith, Brigadier-Generals Anson G.
McCook, Honore Porter, Nicholas W.
Daw, Walter Howe, John T. Lockman
and Thomas H. Hubbard, together with
a number of congressmen and other no-
table.

Regulars at the Head.

A detachment of regular army men
headed the marchers, whose route was
shortened so that the aging veterans
would not be too greatly fatigued by their
tramp. Followed by sailors and marines
from the battleships Connecticut and
Rhode Island, the head of the parade
moved up West End avenue to Seventy-
second street and into Riverside drive
and on past the stand at the monu-
ment. The state troops, including the
Seventh, Twelfth, Seventy-first and Six-
ty-ninth regiments, marched next and
then came the veterans.

Cheer after cheer broke out as the old
soldiers assembled and wheeled into line,
and awoke the echoes even after the fat-
tered battle flags had passed and the
younger veterans of the Spanish war and
civil societies brought up the rear of the
marchers.

Services at Grant's Tomb.

Numerous other ceremonies of a pa-
triotic nature featured the day in the
city. These included services at Grant's
tomb by Riverside drive by U. S. Grant
post and decoration of graves of vet-
erans in the cemetery, with the Grand Army
exercises were planned for tonight in
Carnegie hall. An interesting ex-
hibit of the holidays was the work horse parade
on Fifth avenue, a tradition under the

wood, with the record for the 137 miles to
the point as previously given.
Curtiss's record in its entirety surpasses
anything man has attempted in a heavier
than air machine.

Exceeded Paulhan's Speed.

Paulhan's flight from London to Man-
chester—180 miles—exceeded the Curtiss
feat of yesterday in distance, but not in
speed and danger. The Frenchman's
average was 44.3 miles an hour, and be-
low him lay English meadowland. Cur-
tiss followed the winding course of the
historic Hudson with jutting headland,
wooded slope and treacherous palisades.
He swung high over the great bridge at
Poughkeepsie, dipped at time within fifty
feet of the river's broad surface and
jockeyed like a falcon at the turns.

Only once did his craft show signs of
rebellion. This was off Storm King, near
West Point, where at a height of nearly
one thousand feet, a treacherous gust
struck his planes. The machine dropped
like a rock for forty feet and tilted
perilously. But Curtiss, always cool, kept
both his head and his seat, and by
adroit manipulation of his levers, brought
renewed equilibrium to his craft.

Curtiss went with his machine and a
handful of spectators to Van Rensselaer
Island in the Hudson, three miles south
of Albany, early in the morning, from
where he was to make the start. Wait-
ing at the river brink was a special New
York Central train for Mrs. Curtiss and
her party, who had not accompanied the
aviator to the island. From the train they
could not see the actual start, but those
on the island witnessed a remarkable
scene.

Goes Up Like a Rocket.

Curtiss arose from the ground like a
rocket. There were no preliminary
maneuverings, there was no trial flight.
The aeroplane ran hurriedly over the sur-
face of the island and darted straight
for its goal to the southward, turning
once for a moment to the westward so
that Curtiss might comply with the terms
of the competition under which he was
flying, and technically cross the Albany
city line.

Straight up soared the aeroplane into
the distance. When it reached a height
estimated at five hundred feet it seemed
for a moment to hold a level pace and
then to rise again to further levels. Per-
haps seven hundred feet would be a con-
servative estimate. Certainly Curtiss was
flying at a height which he had never at-
tempted before in his life. In three min-
utes he was a minute speck in the dis-
tance. In seven minutes he vanished
from sight. The whole performance was
over in a twinkling.

The exhaust of his engine could be
plainly heard by those below. For six
miles it drew attention to his coming
and cheers arose from shore and boat.

At 8:06, sixty-three minutes after the
start, he soared past Rhinecliff Ferry,
fifty-four miles from Albany. Here there
is a turn in the river and Curtiss turned
to the west, passing over land to shorten
his course. Staatsburg marked the six-
tieth mile point and he had covered this
distance in sixty-nine minutes.

Over the Giant Bridge.

With Staatsburg behind, the giant
bridge spanning the river at Poughkeep-
sie loomed ahead. The bridge itself is 213
feet high, but Curtiss topped it by three
hundred feet. Thence he turned westward
and with the precision of a bird settled
softly in the field three miles south of
Poughkeepsie.

The landing place, known as the Gill
meadows, had previously been selected,
but because of last week's postponements,
Curtiss was not expected yesterday morn-
ing, and there was no gasoline and oil
awaiting him. But fortunately two auto-
mobile tourists happened by and were
eager to supply him with the needed fuel
and oil.

His tanks had been filled with ten
gallons of gasoline before he left Al-
bany. Examination showed that three
gallons remained, enough to have car-
ried him to West Point. But Curtiss was
taking no chances and the timely arrival
of the motorists with supplies saved the
day.

Fire alarm bells were rung as the
aviator neared Poughkeepsie, but his
progress was so rapid that only a few
people had a chance to reach a point of
vantage. On the Gill meadows a little
group gazed him coming in the distance
From above he saw

At Holy Cross

While the service
Crown Hill, situated
on at Holy Cross
rick J. Keisher as
The chief address
James A. Flaherty,
the Knights of C
phia. The progr
sation by the Rev.
lain of the Youth
St. Benjamin Har
the department of
vert, of the Gerty
Murphy, chairman
charge of the very
M. J. Choral, with
the graves of the
charge of E. T. J
by the Y. M. C. I
mand of Captain
The Memorial de
at New York and
1:30 o'clock under
F. Ritter, chief of
Porter, ald. Rev
corps, the parade
mation: G. A. R.
order—George H.
Martin R. Delany
H. Chapman post,
London post, No. 1
Gordon post, No. 1
post, No. 52; Sons
Spanish War Vete
zations and citize
was south to Met
the Circle to Mar
tel avenue, south
tidence east to Pa
were waiting for
Crown Hill. Care
and their friends i
were gathered in C
John's church.

A detachment of
to have led the col
up in time. The
A number of the
reach the forum
joined the column.
Ideal
Ideal weather for
the day a pleasant
and their friends,
marching was be
while the services
were interrupted
the business hours
many of them on
the day. At the
the building, many
during the entire
from nearly all th
and thousands of
national colors in
In addition to s
and Sailors' Monu
given over to the
various ceremonies
short service was
Calvert in charge
were J. Burdett
Rucker. A deta
was present. At 11
Holiday was in a
speaker was the B
detail from the St
Whman's Relief C
monies. Committe
rallying the soldier
Hope and Luther
liam Shearer det
Anderson cemetery
The public school
the ceremonies of
and children car
baskets of flowers
ried at the variou
they took part.

Services at
Comrades Pay
General Gene
Services in
terday took the
Indiana soldiers
lines and to the
the individual and
flowers were
decoration and
the medals and
General George
nounced in
was attended
and his comrade
tribute.

The George
and the service
service of

...the United States...
...the United States...
...the United States...

NEW YORK, May 30.—New York today observed Memorial day, not merely with traditional ceremony, but with the unusual honor of the presence in the city of the President of the United States to review the parade of the veterans. Ideal weather conditions prevailed. Enormous crowds were drawn to the streets and avenues, through which marched the rapidly thinning ranks of blue, and a great host was massed about the stand at the soldiers' and sailors' monument, where President Taft watched the Grand Army men and kindred organizations pass in review.

As usual the day was kept as a general holiday, and when the morning's impressive ceremonies were over, the city's throngs gave themselves up to recreation in the open. Sports played a prominent part in the program of the day, and crowds flocked to the beaches and various pleasure resorts about the suburbs.

The President's Arrival.
President Taft arrived early from Washington and was driven to the home of his brother, Henry W. Taft, in West Forty-eighth street. Breakfast there was followed by a meeting with the other members of the reviewing party, and a brief reception at the Sherman Square hotel. The trip to the reviewing stand was then in order, with the old guard as the President's special escort and a guard of honor comprising the veteran corps, artillery, military society of the war of 1812. The distinguished party invited to surround Mr. Taft on this reviewing stand comprised Major-General Daniel E. Sickles and Major-General Julius H. Smith, Brigadier-Generals Anson G. McCook, Horace Porter, Nicholas W. Davy, Walter Howe, John T. Lockman and Thomas H. Hubbard, together with a number of congressmen and other notables.

Regulars at the Head.
A detachment of regular army men headed the marchers, whose route was shortened so that the aging veterans would not be too greatly fatigued by their tramp. Followed by sailors and marines from the battleships Connecticut and Rhode Island, the head of the parade moved up West End avenue to Seventy-second street and into Riverside drive and on past the stand at the monument. The state troops, including the Seventh, Twelfth, Seventy-first and Sixty-ninth regiments, marched next and then came the veterans.

Cheer after cheer broke out as the old soldiers assembled and wheeled into line, and awake the echoes even after the tattered battle flags had passed and the younger veterans of the Spanish war and civic societies brought up the rear of the marching.

Services at Grant's Tomb.
Numerous other ceremonies of a patriotic nature featured the day in the city. These included services at Grant's tomb in Riverside drive by U. S. Grant post and decoration of graves of veterans in the cemeteries. While Grand Army exercises were planned for tonight in Carnegie hall, an interesting civic event of the afternoon was the week horse parade up Fifth avenue, a function under the auspices of the Woman's Auxiliary of the Society for the Prevention of Cruelty to Animals. At New Rochelle, the home of Thomas Paine, the Paine National museum was dedicated.
President Taft planned to return to Washington this evening.

THOUSANDS AT GETTYSBURG.
Scene of Confederate Defeat Thronged to Hear Fasset's Address.
GETTYSBURG, Pa., May 30. (Express.)—Memorial day observances here concluded here today in the presence of thousands of visitors from all parts of the east. Representative J. Stuart Fasset, of New York, was the orator of the

...adroit manipulation of his levers, brought renewed equilibrium to his craft.
Curtiss went with his machine and a handful of spectators to Van Rensselaer Island in the Hudson, three miles south of Albany, early in the morning. From where he was to make the start. Waiting at the river brink was a special New York Central train for Mrs. Curtiss and her party, who had not accompanied the aviator to the island. From the train they could not see the actual start, but those on the island witnessed a remarkable scene.

Goes Up Like a Rocket.
Curtiss arose from the ground like a rocket. There were no preliminary maneuverings, there was no trial flight. The aeroplane ran hurriedly over the surface of the island and darted straight for its goal to the southward, turning once for a moment to the westward so that Curtiss might comply with the terms of the competition under which he was flying, and technically cross the Albany city line.

Straight up soared the aeroplane into the distance. When it reached a height estimated at five hundred feet it seemed for a moment to hold a level pace and then to rise again to further levels. Perhaps seven hundred feet would be a conservative estimate. Certainly Curtiss was flying at a high which he had never attempted before in his life. In three minutes he was a minute speck in the distance. In seven minutes he vanished from sight. The whole performance was over in a twinkling.

The exhaust of his engine could be plainly heard by those below. For six miles it drew attention to his coming and cheers arose from shore and boat. At 8:05, sixty-three minutes after the start, he soared past Rhinecliff Ferry, fifty-four miles from Albany. Here there is a turn in the river and Curtiss turned to the west, passing over land to shorten his course. Staatsburg marked the sixtieth mile point and he had covered this distance in sixty-nine minutes.

Over the Giant Bridge.
With Staatsburg behind, the giant bridge spanning the river at Poughkeepsie loomed ahead. The bridge itself is 212 feet high, but Curtiss topped it by three hundred feet. Thence he turned westward and with the precision of a bird settled softly in the field three miles south of Poughkeepsie.

The landing place, known as the Gill meadows, had previously been selected, but because of last week's postponements, Curtiss was not expected yesterday morning, and there was no gasoline and oil awaiting him. But fortunately two automobile tourists happened by and were eager to supply him with the needed fuel and oil.

His tanks had been filled with ten gallons of gasoline before he left Albany. Examination showed that three gallons remained, enough to have carried him to West Point. But Curtiss was taking no chances and the timely arrival of the motorists with supplies saved the day.

Fire alarm bells were rung as the aviator neared Poughkeepsie, but his progress was so rapid that only a few people had a chance to reach a point of vantage. On the Gill meadows a little group sighted him coming in the distance and sent up a cheer. From above he saw them as black specks and was thus guided to his landing place.

On a Grassy Knoll.
Coming down gracefully his machine struck a grassy knoll, trundled along for thirty or forty feet, then came to a stop. The special train meanwhile brought his wife, who rushed from the car, climbed valiantly over the hills from the railroad track and hurried to her husband's side. She greeted him jubilantly while the crowd cheered again.

With tanks refilled and every wire and screw tested, Curtiss took his seat for the flight to New York. The biplane ran along the meadows for about two hundred feet, then shot from the ground with nose pointed toward the river. In

...the United States...
...the United States...
...the United States...

Ideal Weather for the Day.
Ideal weather for the day a pleasant breeze and their friends marching was seen while the ceremonies were interrupted with the business of many of them not the day. At the stable building nearby during the entry from nearly all the and thousands of national colors in the

In addition to the various ceremonies, a short service was given over to the various ceremonies. A detail of the speaker was the detail from the state Wpman's Relief Committee. Committee rating the soldiers of Hope and Letter of William Shearer, General Anderson cemetery. The public schools, the ceremonies of the and children carried baskets of flowers, which at the various they took part.

SERVICES AT Comrades Pay "General George F." Services in many Indiana's soldiers of times and to the the individual concrete flowers were used in decorations and paid the musical program General George F. nounced in the were attended by and his comrades tribute.

The George F. and the auxiliary service at Roberts' Terry morning in dress on "The Song by Dr. Hurlstone, adjutant, called the ing the year, each nized by best of sing ing of the colors. of Han T. Lynch, Infantry; Ed F. P. Rock-ers, Twenty-Tillford; Elizabeth and Han W. Dasher, and Ellott, Fire Thirty-third James Seventh, James Davy George W. Allen, One South Indian, Twenty-second, John Jank (later), and Kenlucky, Tabor's Indiana battery, John

Statistics Show Larger Revenue.

The fiscal year ended June 30, 1908, shows a net increase in railroad revenue of \$1,000,000. The gross increase was \$2,000,000, and the net gain was made adding \$4,000,000 decrease in expenditures. The contentions of the railroads is that increased wages and heavier expenditures these increases in are necessary. This is denied by those who have looked into the cost of transportation. Advances thus far reported were to a total of 276,177 men in the service, and the increases were to average 8 per cent. On this the increase in rates which will be more than \$100,000,000 extra out of pockets of shippers and consumers, at 5 per cent., would mean that the railroads would be paying more in wages to their trainmen than the aggregate of \$1,061,632,225 by the railroads to all employees, including officers, in 1908.

THE NEAR BLUEFIELDS.

Spain and Madrid Forces Have Engagement, Latter Losing.

WASHINGTON, May 30.—Severe fighting between the troops of President Madero and those of Provisional President Huerta, of the revolutionists, took place this morning near Bluefields, Nicaragua, according to a message from States Consul Moffat at Bluefields, N. Y. today. Two hundred prisoners taken by the Estrada troops. Fighting has taken place near Bluefields the insurgents, besides holding on with the attacking troops and capturing them each time, captured two men of the Madrid troops. These were brought into Bluefields, where the insurgents informed General Estrada government troops under General Madero starting.

LED ON WAY TO GRAVE.

Cripe Loses Life and Wife Injured in Runaway Accident.

Special to The Indianapolis News.]
SAW, Ind., May 30.—Mex Cripe, 35, was instantly killed and his wife as injured in a runaway accident on this morning. They were driving to the city with flowers to decorate the grave of their son, Ronald Cripe, who died several months ago. Their horse became frightened at a fence and was overturned and Mr. Cripe head struck a large tree. He died minutes later of concussion of the brain. Mrs. Cripe will recover. Three children survive him.

Steamship Arrivals.

ILLINOIS, May 30.—Arrived: Furness, from Glasgow.
WEST, May 30.—Arrived: Captain, from New York.
MOLLE, May 30.—Arrived: from New York.
NEW YORK, May 30.—Arrived: from New York.
NEW YORK, May 30.—Arrived: from New York.
NEW YORK, May 30.—Arrived: from New York.

L. E. MORRISON & CO. 27 W WASHINGTON ST.

Ladies' Hand Bags, \$1.00, \$1.69, \$2.48 and \$3.98

CURTISS IN GREAT AEROPLANE FLIGHT

Continued from Page One.

A moment more the craft, was again over the Hudson and Curtiss turned his course south and was soon lost to view.

First Glimpse of Tower.

At Storm King the most sensational incident of the trip occurred. He was flying high at this point—a thousand feet, he estimates—when a shifty wind caused the machine to drop and tilt. Never once losing control, however, he continued southward passing in turn Peekskill, Ossining where Sing Sing prison is situated and Dobbs Ferry. When Yonkers was reached he was flying about level with the palisades, three hundred to four hundred feet up. Here Curtiss got his first glimpse of the Metropolitan tower. It loomed far ahead like a giant sentinel, and Curtiss knew he was nearing the upper limits of New York city.

Out of the haze that lay in the bend of the river at Yonkers he shot into the view of the thousands who were waiting his coming along the upper reaches of Riverside drive and on the roofs of the big apartment houses in Washington Heights, New York city. A mere speck at first, the little aeroplane looked not unlike a gull floating with rigid wings on the breast of a gale. The motor was chugging sturdily and sending the craft sleek toward its goal at a fifty-mile-an-hour gait.

Over on the Jersey Side.

Rounding the big jutting nose of Alpine, on the Jersey shore, opposite Yonkers, Curtiss drove his machine across the river toward the east side of the stream and glided the New York shore. The crowd along the shore cheered and waved hats and handkerchiefs, and the sharp shrill shrieks of the whistles of the small pleasure boats joined with the more sonorous notes of the larger craft in giving a hearty, if inharmonious, welcome.

On past Silverdale, flying straight as an arrow and as swiftly as the aeroplane. It was abreast of New York city and only a few miles from the upper end of Manhattan island. Barring some unlooked-for accident it seemed now that Curtiss must win the \$10,000 prize. Suddenly, when Curtiss had reached a point midway between Bourne Dock creek, which separates Manhattan island from the borough of the Bronx, and Washington Point, the speed of the biplane slackened perceptibly and the machine dropped until it seemed that it would almost touch the water. Then it came out perfectly, pointing upward and headed for the river. The operators were nonplussed. Many of them believed the machinery had gone wrong and that Curtiss had lost his race.

Aviator Knew His Business.

But Curtiss, had they known, was as cool and collected as he had been at any stage of his flight, and he waved his hand reassuringly. While passing Spuyten Duyck he had seen, half a mile inland, a broad expanse of greenward, the upper end of Manhattan island. To win the prize it was necessary only to land in Manhattan proper, and there was the chance without a risk of further flight to Governor's island, or the Battery, some thirteen miles away.

At this point, when again he came abreast of the mouth of the creek after his previous turn backward, Curtiss threw his steering wheel about sharply, glided above a railroad drawbridge and landed lazily on the water with the propeller barely turning. He discovered a bit carefully, then swung his machine on the stretch of grass which he caught his eye. He had been from Albany to Manhattan and the prize was his.

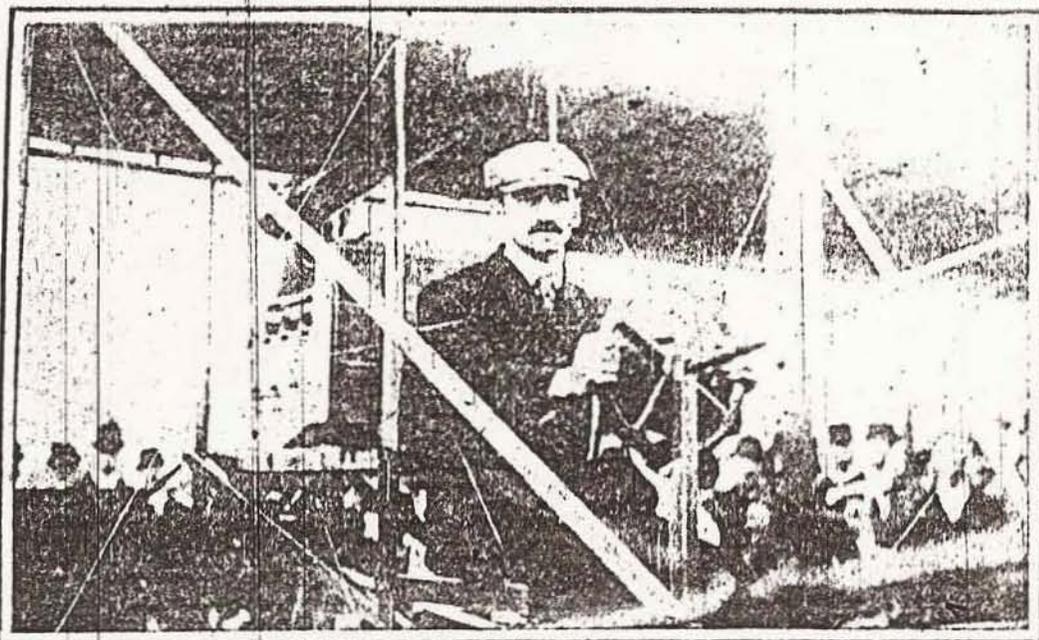
Just for Good Measure.

Jumping lightly from his machine, the aviator inspected his motor, and finding everything intact, he sought a phone and informed the world that he had arrived, and claimed the award.

Although he had won, weather conditions were so propitious and he was feeling so gratified, at a moment that Curtiss gave the crowd another glimpse of the machine, and he shot away again for Governor's island. It was during this part of the trip that he received the loudest greeting.

As some down the river at an elevation of more than three hundred feet, while the crowd gave their greetings, news of his progress spread quickly throughout the city. In the police courts magistrates heard and quickly disposed of cases, hundreds rushed to the water

FLIES FROM ALBANY TO NEW YORK IN AEROPLANE



Glenn Curtiss

GLENN H. CURTISS.

Copyright, 1909, by George Grantham Bain.

front from every block and roof became black with humanity. The greatest jam was at the Battery.

Down the river and into the upper bay he sailed as lightly and steadily as a swallow. Reaching Governor's island he began to land, and while cheers floated up from the officers and men who watched his approach.

Meets Wife, Gets Check.

He landed easily on a stretch of new made land within forty yards of the steel in which the aeroplanes were housed during the Hudson-Fulton celebration. Dismounting without further ado, he resigned his craft to soldiers, who volunteered to push it into the shed, and received congratulations of Major-General Howe, U. S. A., commander of the department of the east, and other officers.

Refreshments were served in Corbin hall and Curtiss briefly related his experiences. Mrs. Curtiss, who had meantime arrived in New York on the special train, joined her husband as Curtiss was preparing to take the ferry for New York. He kissed her with the crowd cheered. Half an hour later Curtiss was in the World office, where a check for \$10,000 was handed to him, with a short speech of congratulation.

As witness to the World prize, Curtiss, incidentally, captured the scientific American club for the longest flight in America for a heavier-than-air machine. He had previously won two legs on the trophy and today's performance makes it his. Curtiss is thirty-two years old and was born at Hammondsport, N. Y., the scene of his early experiments.

Curtiss was dressed for the trip in wading boots and sweater. His aeroplane carried pontoons or floats to prevent it sinking, in case of a fall into the water. The pontoons are his own invention and were designed with a special view to making the Albany-New York race. A 50-horse power motor of his own make propels the craft, which, with the aviator in its seat, weighs approximately one thousand pounds.

The President is Interested.

NEW YORK, May 30.—The following message was received by the World, last night, from President Taft, at Washington: "I am intensely interested in what Mr. Curtiss has done. It seems that the wonders of aviation will never cease. I would hesitate to say that the performance of Mr. Curtiss is an epoch, because tomorrow we may hear that some man has flown from New York to St. Louis."

"Mr. Wright told me at the time the ten-mile flight from Ft. Meyer was made, that the chief difficulty was in flying over unknown territory. Mr. Curtiss seems to have surmounted this, and I am glad he has. His flight will live long in our memories as having been the greatest."
"WILLIAM H. TAFT."

not get away from the tariff if they wanted to.

Indiana Appointments.

The following Indiana men were appointed to the railway mail service today: Everett Williams, Union City; John O'Brien, Greensburg; Malcolm Randall, Carmel; B. W. Mattingly, Logansport; and Myron W. Gates, Kokomo.

TO BUILD CHURCH IN A DAY.

Peoria (Ill.) Congregation Enters Into Work With Vigor.

PEORIA, May 30.—To start the construction of a church and finish it in ten hours is one of the features of Memorial day here. The work was started at 7 o'clock this morning and was by the charge of Earl Root, of the Carpenter Union, who had seventy-five men under his direction.

There will be no trouble because 125 members of the Men's Brotherhood of the Central Christian church will work shoulder to shoulder with the union carpenters. The Rev. W. F. Turner, pastor of the mission, who has just returned from a two months' leave of absence, took off his coat and marched the Men's Brotherhood to the scene of a strenuous day's work under the slogan of "A Man's Work in a Man's Way. We'll build a church in a single day."

The climax was expected to come at 6 o'clock this evening, at which hour it was planned to hold a prayer meeting because the church is clear of all indebtedness.

CAUCASUS CLOSED TO JEWS.

Even Infirm and Sick Driven From Health Resorts by Russians.

ST. PETERSBURG, May 30.—M. Friedmann, the Jewish member of the duma, who has championed the cause of the Jews, whom the government has ordered banished from Russian cities and towns outside the pale, that restricted section of the Polish provinces and Ukraine white they legally may reside, received, today, complaints that members of his race, arriving at the health resorts in the Caucasus to take the baths and receive medical treatment, were immediately expelled by the local authorities.

NOVEL SWISS DIVORCE LAW

Stranded Couples Asked to "Make

trial. Eastern Pennsylvania producers have accepted \$150 to \$160. Chicago \$140 to \$150 and Alabama makers \$1150 at the futures for various shipments extending over the remainder of the year.

Contracts for Structural Steel.

Many small orders for structural and fabricated steel were placed last week and several important contracts were closed in the west in the last day or two. The Vandalla railroad and Pennsylvania three steel plant contracts were closed last week of the railroad work pending will go into another month. The steel contracts for buildings placed in May aggregated nearly \$2,000,000, only 20 per cent of which went to the American Bridge Company. Railroad equipment orders last week were light. May contracts included 100 cars, 20 locomotives and 3,000 tons of rails.

GERMAN BUILDS IRON AIRSHIP WHICH WILL WEIGH 30 TONS

Fresco Inventor Constructing Aerial Craft to Carry Sixty Men and Travel Fifty Miles an Hour.

TRIEVES, May 30.—An immense air-craft, to carry from fifty to sixty persons, and intended to travel at from forty-four to fifty miles an hour, is approaching completion here and will be launched soon by its inventor, Anton Fresco, an engineer in this city.

It introduces an entirely new departure in the construction of airships, for it is built of iron.

The skeleton of the balloon is formed of rolled iron piping. The central hollow iron shaft is 40 feet in length and about sixteen inches in diameter. There are sixteen other side shafts in the framework, each of them about 25 feet long and eight inches in diameter.

The shafts are contained in twelve ring balloons, in the same way as in the Zeppelin craft. Each is just over twenty-seven feet long by nearly forty feet in diameter, and they fit end to end along the body of the airship.

The vessel, which is to be called the "Fresco," is provided with no fewer than five motors, developing altogether 2,000-horse power. One of them, of 500-horse power, drives the propeller, which is fitted to the bows.

The other four develop 100-horse power each, and are utilized to set in motion the eleven vertical and eight horizontal cross-planes which steer the ship upward and downward and to starboard and port.

The entire weight of the framework, motors and equipment is thirty tons, without the gas filling.

PRINCES TO FIGHT BULLS FOR SPANISH CHARITIES

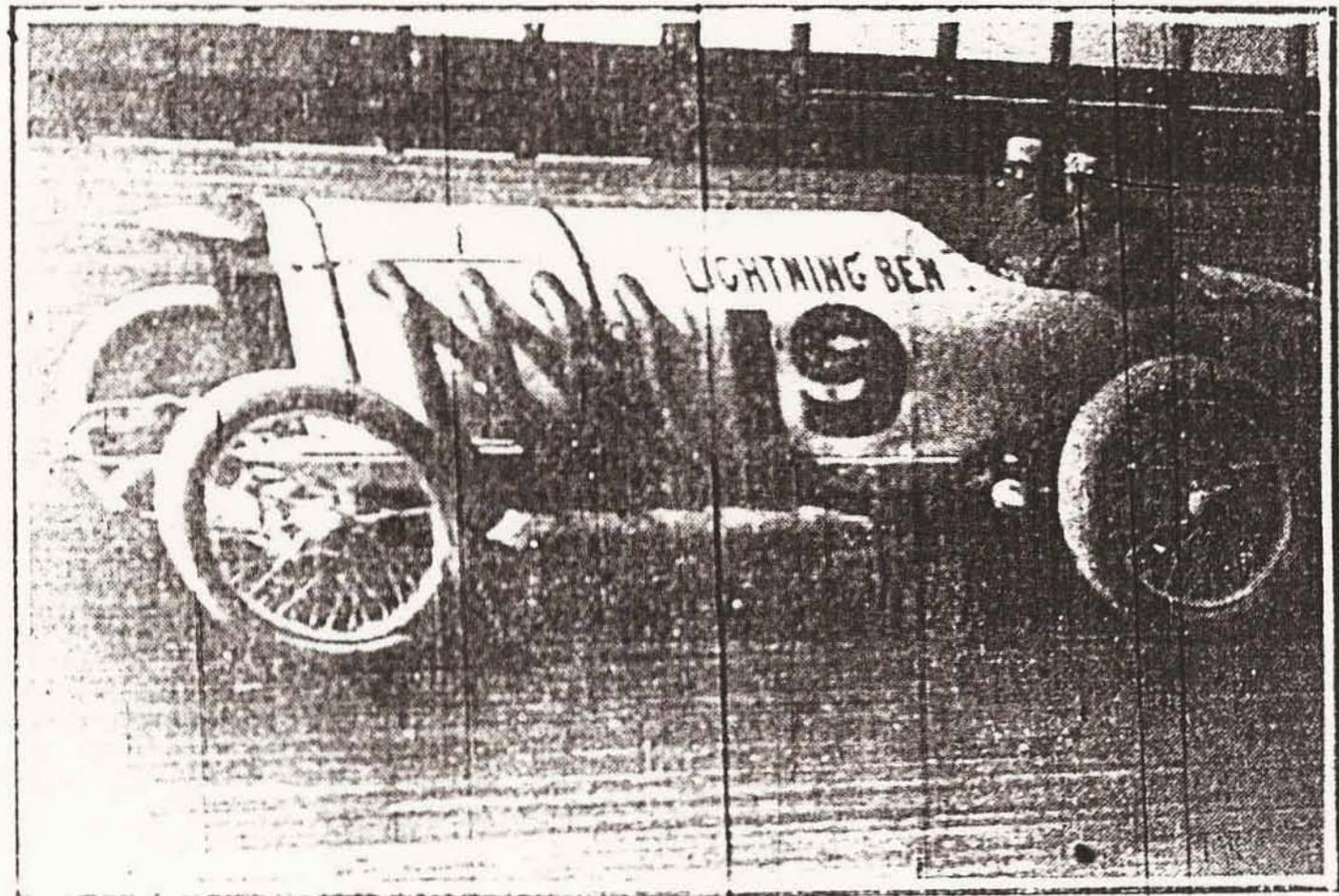
...delivered from
...trip to Illinois with an even break to

...Thousands of
men and women crowded into the "pens"
...the cars
...the street
...the
...the
...the
...the
...the

...one year ago, the increased speed, being
attributed to the superiority of the new
track.
In addition to winning the Wheeler-
Schebler trophy, driver Harroun received
in addition the sum of \$1,000 because his
car was equipped with a Wheeler-Schebler
carburetor. This sum will go to the driv-
er, although he is employed by the Mar-
mon company, by the year, at a straight,
variable salary.

...its rear and runs back
...it was designed in that
...increase the wind resistance,
in the wheels are covered
...sheet of tin for the same
...driver sits low in the body
with little of his body abo-
...the intention of the Mar-
mon to equip all of its racing cars
...er. This would have been
...to the present race meeting,
of time.

OLDFIELD'S RECORD BREAKER AT FULL SPEED



The Marmon six-cylinder
Schebler trophy, is the first
machine ever built at the
...ory, but, according to the
...no different from the other
raced in the stock event,
...has two additional cylinders,
...shift is a little longer. If
...company decides to build
cars for stock purposes, it
will be identically the same
Wheeler-Schebler winner.

Women Hurt on Speedway

Mrs. Armina Sheets, age 41,
lying at her home, a mile
Zionsville, suffering from cuts
about the head received Sat-
...ing while driving toward
taxicab driven by an unskill-
...fear ran into her, conveying
the horse to run away. The
thrown to the road near
and butter, eggs and chickens
scattered along the oiled
Tomlin, a passerby, bowed
and wounds and she was
the city hospital. The driver
cab did not stop after he

Regatta on Harlem

NEW YORK, May 26.—The
annual regatta of the I.R.A.
Association was rowed today
...river speedway course,
the races, with the except
quarter-mile dash, were
quarter miles straight away
were fifty entries in the
The list of races included
of singles, doubles, fours and
one event in gigs, the junk
The program began with
sculls, which had five starts
New York crews. All sig-
good racing weather.

Warning to Auto

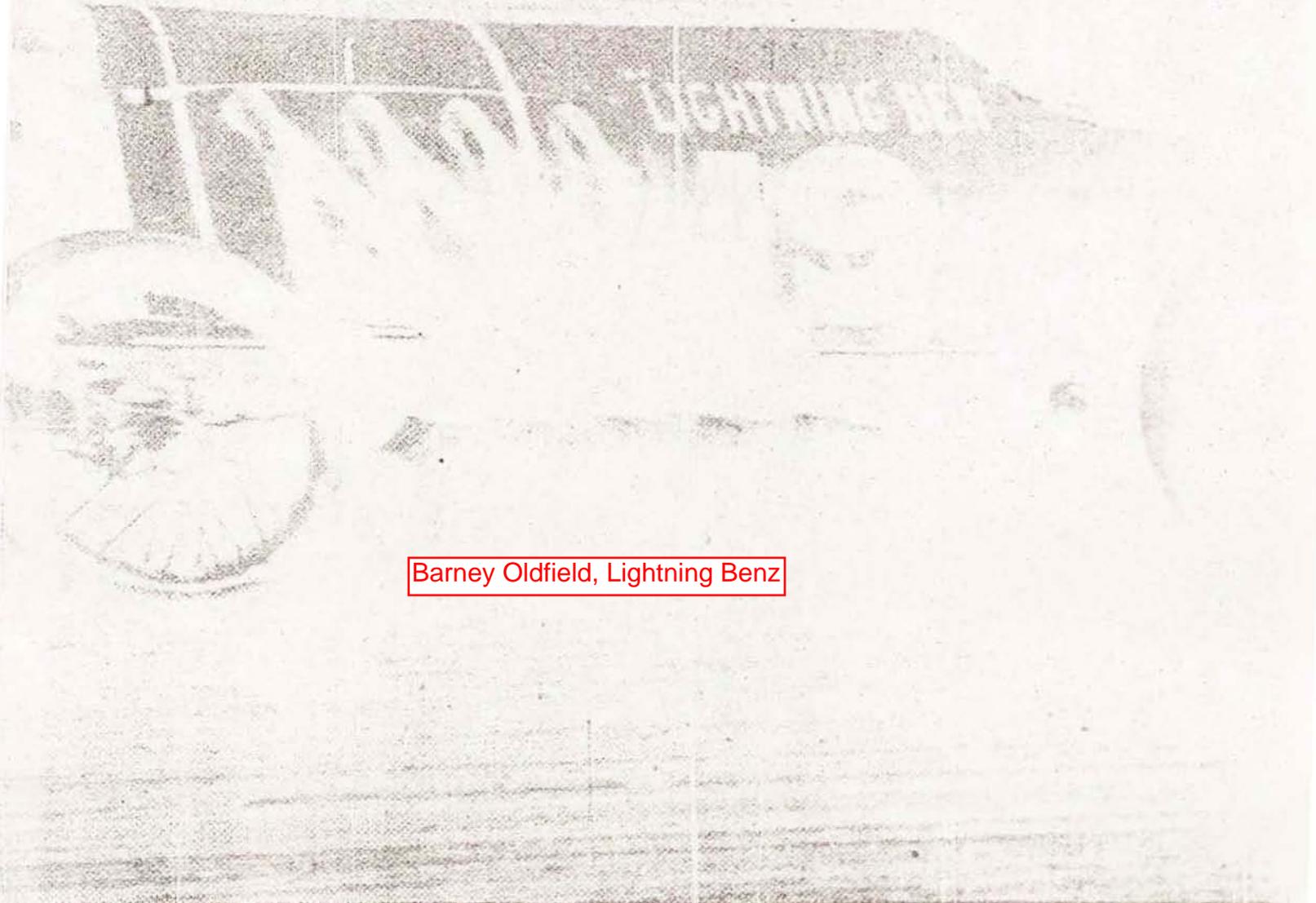
GREENFIELD, Ind., May 26.—
Ora Myers, of this city, has
posted signs or notices pe-
...letters at the city limits of
roads leading into town, warn-
...ble drivers to keep within
limit of fifteen miles an hour
arrest. Through four equi-
street the speed can not
miles an hour.

...set the circular track record at 26.22
seconds, and still later, at Cheyenne,
...he record to 26 seconds
...he was of the opinion that two or
...would be clipped off this
...of the Indianapolis speedway course

...HROWS OLSON.

...AR DOES WELL.

OLDFIELD'S RECORD BREAKER AT FULL SPEED



Barney Oldfield, Lightning Benz

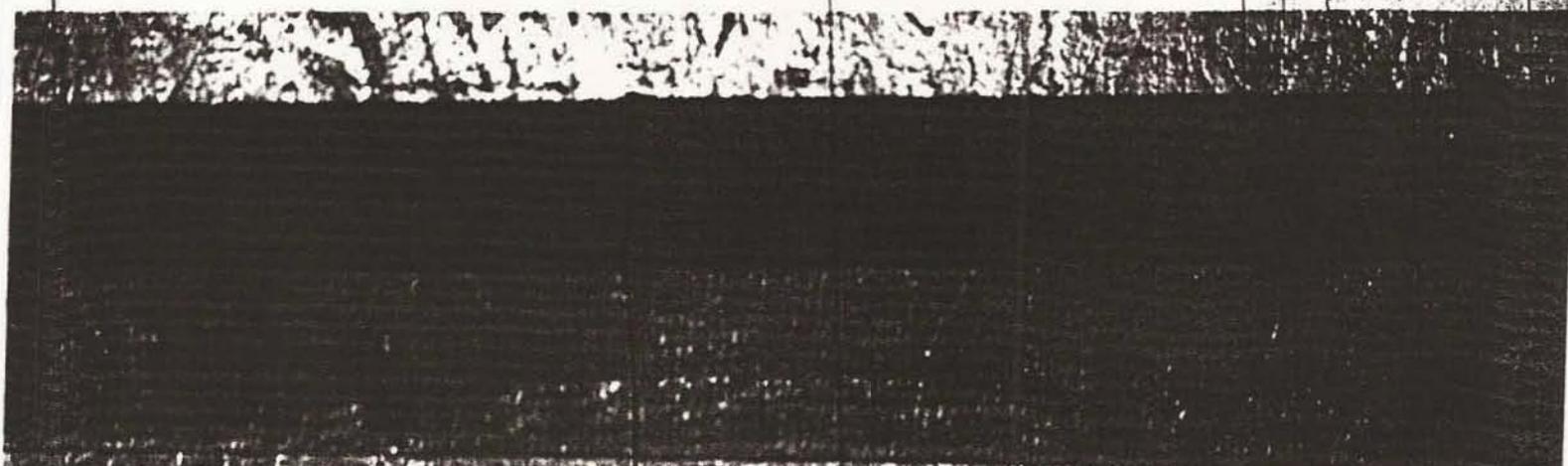
power racing car, in
was scheduled to
world's record for a
1000-meter speedway,
American and world's
the Hemery Grove it
takes an hour on the

Brooklands (England) track and broke all
European records. When it was brought
to this country, a few months ago, it was
purchased by Oldfield. He immediately
took it to Daytona, where he broke all
world's records with a straightaway mile
in 27.33 seconds. Later, at Los Angeles,

he set the circular two
seconds, and still in
Wyo., he reduced the
flat. He was of the
three seconds would
mark on the Indianapolis
today.

GREEN
Orn Myer
posted at
letters at
roads lea
bile driv
limit of
arrest.
street th
miles an

The... and broke all... he set the circular track record at 26.22 seconds, and still later, at Cheyenne, Wyo., he reduced the record to 26 seconds flat. He was of the opinion that two or three seconds would be clipped off this mark on the Indianapolis speedway course today.



MONDAY, MAY 30, 1910

SES
HANS
RUNS
FICER

Saturday Sport Summary.

TROPHY PRESENTATION
FEATURE OF PROGRAM

SPECIAL CEREMONIES AT SPEEDWAY THIS AFTERNOON.

BIG CUP BECOMES FAMOUS

One of the interesting features in connection with the speedway program this afternoon was to be the presentation of the great Wheeler-Schebler silver trophy, won by Ray Harroun at the wheel of a Marmon in the 200-mile race Saturday, to the Nordyke & Marmon company, of Indianapolis, builders of the Marmon car. The presentation was to be made...

West of England Saxony

Soft—"silky"—richly patterned

We have imported seven of these popular fabrics from Britain, and sell them for about \$20.00 less than...

Suits to-order \$30 Suits to-order

A direct result of our unequalled purchasing power. See our Washington street window or ask for number...



Kahn Tailoring Company
MAKERS OF THE KIND OF CLOTHES GENTLEMEN WANT
"STYLE HEADQUARTERS"

ETHELBERT FAVORITE

Mac Manus, Ramsey, 100, J. R.
Glasmore, three-year-old, 100, J. R.
Katie, Langan, 100, R. T.
Candleberry, three-year-old, 100, R. T.
Wilson, Jr., Creevey, 100, R. T.
Glasmore, four-year-old, 98, New Castle

A

OLDFIELD'S RECORD BREAKER A



This Benz 200-horse power racing car, in Brooklands (England) track and broke a record which Barney Oldfield was scheduled to attempt to lower the world's record for a mile at the Indianapolis motor speedway today, holds the American and world's record for the distance. Hemery drove it at the rate of 127 miles an hour on the European records. When it was brought to this country, a few months ago, it was purchased by Oldfield. He immediately took it to Daytona, where he broke a world's records with a straightaway mile in 27.33 seconds. Later, at Los Angeles