

A MECHANICAL BIRD IN FULL FLIGHT.

KEEP your eyes on the skies—the acrobats are among us! Indianapolis is now to forget Halley's and turn its gaze on man-made comets that are to flit across the western sky next week. Airships of practically every approved design are to be participants in the aviation contests to take place at the Indianapolis motor speedway between Monday and Saturday. The events will be under the sanction of Orville and Wilbur Wright, thus making this the first licensed meet in America under their patents.

The Indianapolis aviation meet will attract thousands of visitors to the city, as the man-bird game is the world's newest sport, and all humankind enjoys a new sport. Science adds in aviation new problems every day, but the rank and file wishes to see the flights because it is a new and hazardous amusement. There are twelve flyers entered in next week's contests, and it is practically certain that some new records will be made.

City in the limelight.

The coming of the aviators again brings Indianapolis into the limelight as a city of progress and credit for it is Gus Carl O. Fisher, president of the Indianapolis Motor Speedway Company, and his associates. They have made the speedway one of the wonder places of America, its brick motor course and broad, steam-rolled aviation field being the talk of America's sporting circles. Motoring and aviation journals pronounce the speedway an achievement that only courage, money and a fine sporting spirit could develop.

American automobile manufacturers regard the Indianapolis speedway as one of the greatest motor developing plants in the world. Its speed merits have been



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of progress, and credit for it is due Carl G. Fisher, president of the Indianapolis Motor Speedway Company, and his associates. They have made the speedway one of the wonder places of America, its brick motor course and broad, steam-rolled aviation field being the talk of American sporting circles. Motoring and aviation journals pronounce the speedway an achievement that only courage, money and a true sporting spirit could develop.

American automobile manufacturers regard the Indianapolis speedway as one of the greatest motor developing plants in existence. Its speed merits have been tested. Now come the aviators to test it as a flying ground. From automobiles to airplanes! This capital of Hoosierdom is truly becoming a city with no speed limits. It is getting to be what an Indiana avenue mummy said about the world. She was discussing a bit of neighborhood gossip with a friend and, in summing up the evidence, remarked:

"Lizzie, dis am sho'ly gittin' to be one mos' fas' world!"

With our ears still echoing the applause of fifty thousand people who saw Barney Oldfield, in his big Benz car, reel off a mile of the speedway course in a fraction over thirty-five seconds on May 30, we turn next week to see what the conquerors of the air will do in the way of establishing new records. And, incidentally, we will be writing new transportation history for Indianapolis.

Days of Stage Coaches.

It is within the power of hundreds of Indians to recall the days when stage coaches lumbered on their way through Washington street, a part of the great National road, built by the government and reaching from the town of Cumberland, Md., to St. Louis. Indianapolis was an important point on the stage routes and some of the greatest speed attained by the hurrying horses was on the highway's long straightaway through Indianapolis. Stages coming from the east liked the Indianapolis entrance particularly, for there is a gradual incline from Irvington in. The drivers boasted of the records made between this city and Greenfield. Speed mania was in the hu-

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Another Transportation Epoch.

Another epoch in the city's transportation development arrived when electricity became an established motive power. Mules lost their jobs as the motive power for street cars. Then followed the broadening of the scope of electricity's usefulness, and the interurban trolley system resulted. Today Indianapolis is the center of a network of trolley lines that make a million people next door neighbors to the city. All lines center in the splendid Terminal Traction station, a union station for trolley cars that has been pictured in every American magazine and periodical of prominence. The publicity given the Terminal Traction station and its entering lines is the best evidence of the place it holds among American transportation interests. Indianapolis has been referred to frequently as "The Electrical City."

The city next marched into the limelight as an automobile center, and now there is a large sign in the speedway grounds that says: "Help Make Indianapolis the Greatest Automobile City in the World!" And the sign sounds reasonable, for Indianapolis has produced some of the most perfect pieces of mechanism known to the motoring craft. Its cars are traveling every known highway and their drivers bring back laurels that tell of victories won for high speed and endurance.

Still in Its Infancy.

The automobile is still in its industrial infancy. It has been only a few years since one of the big American circuses had a "horseless carriage" as one of its

draw comment regarding the vast expenditure, but it told plainly of the development of the automobile industry. It also made it clear that the Indianapolis motor speedway is a magnet to attract motoring enthusiasts.

Flyers Come Next.

Next week Indianapolis again presses the button of progress and welcomes another child of transportation development—the airship. It has not been many moons since civilization looked upon men who talked of heavier-than-air machines with the same degree of suspicion that it still looks upon the dreamer who talks of perpetual motion. But the heavier-than-air fellows have made good. Almost every day the press dispatches carry details of some new achievement by a bird-man. The world was recently thrilled by the story of the flight of Bleriot across the English channel. And now comes Charles Stewart Rolls, in a Wright aeroplane to clip Bleriot's wings by not only crossing the channel, but doubling back again. Glenn Curtiss held New York spellbound a few days ago when he flew down the Hudson from Albany and made a safe landing on Governor's Island, flying above New York city with all of the ease of a bird.

The wonder workers in the development of aerial craft have been the Wright brothers, Orville and Wilbur, of Dayton. They have achieved glory at home and abroad, and are now fighting in the courts to protect their patent rights. The aviation meeting at the speedway next week is under the sanction of the Wrights

Indianapolis
Star, June 11,
1910.

Mel Marquette,
Charles
Bumbaugh,
Glenn Curtiss



With our ears still echoing the applause of fifty thousand people who saw Barney Oldfield in his big Benz car, reel off a mile of the speedway course in a fraction over thirty-five seconds on May 30, we turn next week to see what the schemers of the air will do in the way of establishing new records. And, incidentally, we will be writing new transportation history for Indianapolis.

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One day in 1847 a train of cars drawn by a locomotive steamed into Indianapolis and marked the beginning of the end for the stages. The city took on gala tone. A circus band led a great public procession. Governor Whitcomb made a speech, predictions were made that the time would come when trains would "go a mile a minute," and everybody shouted and doubted. It was an excursion train over the Madison & Indianapolis railroad that came to town. Now that road is only a small part of the great Pennsylvania system, but the coming of that train in 1847 was an important step forward for Indianapolis. The next few years brought other railroad projects, and the capital of Hoosierland gained the sobriquet, "The Railroad City."

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Still in Its Infancy.

The automobile is still in its industrial infancy. It has been only a few years since one of the big American circuses had a "horseless carriage" as one of its parade attractions. Its advertising said: "See the horseless carriage! The mechanical wonder of the age." Think of that and then recall the picture presented at the speedway on May 30, when an array of automobiles such as was never seen in these parts before was parked in the field north of the grand stand. Automobiles of every type and design were there, scores of them having journeyed from points in Ohio, Kentucky, Illinois, Michigan and other states. The outlay represented hundreds of thousands of dollars and there were to be heard in the grand stand and bleachers remarks like these:

"What would you do if you had all the money that is tied up in those machines?"

"How'd you like to have the coin they cost?"

"Just look at the money that is being spent for automobiles."

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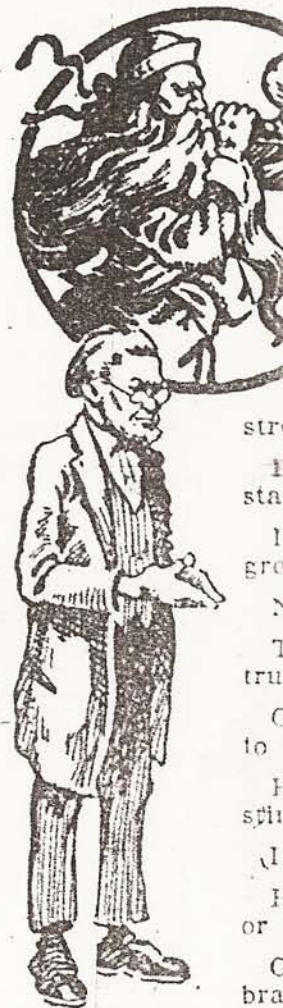
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To Participate in Contests.

The great aerodrome at the speedway is now filled with Wright mechanics and aviators. Under the direction of Roy Knabenshue, well known as an aviator, the Wright team will participate in the flying contests next week. The aeroplanes arrived early in the week from the winter practice ground at Montgomery, Ala., and from the Wright plant at Dayton. The mechanics unloaded the aerial craft and set them up for the flights. Then came the team of aviators from Dayton, among them A. L. Welsh, W. A. Brookins, F. P. Coffyn, Archie Hoxey, Duval la Chapelle and Ralph Johnston. All these

a round trip across the "Skylarks" is an open Station, O., where, permits, the Wright seen going through the training. The men will next week are graduation school, and are

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aviators are members of the faculty of the Wright "School for Skylarks" at Simms station, near Dayton.

The "School for Skylarks" is one of the most interesting educational institutions in the world. In it the Wright brothers, Orville and Wilbur, teach men how to handle their aeroplanes, and they have developed some of the best aviators in the business. Captain Rolls, who made a round trip across the English channel, was one of their pupils. The "School for Skylarks" is an open field near Simms Station, O., where, when the weather permits, the Wright students may be seen going through the required course of training. The men who are to fly here next week are graduates of the Simms station school, and are said to be among

the most daring and expert men known to the aviating game. The Wright brothers have a limitless amount of material to draw from, and are therefore able to select a team that will fittingly represent them in the field.

The Wright brothers are busily engaged in their construction work at Dayton, but it is thought that one of them will be here to attend the meet. They have several aeroplanes now under trial at Hempstead Plains, L. I., besides contracts for machines that are to go to American and foreign aviators.

Speedway a Busy Place.

The speedway has been a busy place this week in preparation for the aviation meet. The scenes were in marked con-

trast with those of two weeks ago, when the automobile races were on. The motor track has been almost without occupants, while in the aviation field and in the aerodrome and machine shops there has been nothing but hustle. A big steam roller has been leveling the aviation field, which is the large tract that is inclosed by the race course. There will not be a bump in the entire tract when the contests open on Monday.

It is probable that the starting ground for the contests will be in the vicinity of the aerodrome, and the air tourists will then circle inside and over the track, passing in front of the grand stands and bleachers, thus affording a complete view of the airships in flight. The schedule of events is so arranged that practically every form of aerial flight will be shown. The following events will make up the program of the week, the weather permitting:

1. For the machine starting with the shortest running distance.
2. For the start with the shortest distance before flight, regardless of the method used for rising in the air.
3. For the machine making a complete circuit of the speedway track nearest to the ground.
4. For the machine making the fastest lap of the speedway track, regardless of height.
5. For the machine making the fastest ten miles.
6. For the machine landing nearest to a given spot.
7. For the machine making the lowest lap of the speedway course in the air.
8. For the machine remaining in flight for the longest time (duration prize).
- 9 to 15. Special match races.
- 15 to 20. Special open events.
- 20 to 25. Handicap events for complete circuits of the course.
- 25 to 30. Carrying passengers.
30. Longest distance traveled without alighting on the field.
32. Greatest distance traveled across country, returning to aviation field.
32. Greatest length of time in air, hovering over aviation field.
34. Special events for amateurs.

several of his interest is his cylinder rotary principle as the aeroplanes driven by famous French whirl with the them the benefit quiette has been during the present make a good show meet.

B. Russell Shaffer, city, also has already has an successful flights student of aviation can attain success young aeroplane considerably delayed late arrival of a to use on his

One of the aviation game has been working a Farman biplane been the speedway made several trials considerable hardships causing breakdowns has a fine-looking a Viviness four motor.

Lincoln Beachey, monoplane, is to air above the speedway

Bumbard

Captain G. L. Fisher, a balloonist and will be entered a several of the event Fisher has had equipped with a engine of between power. Mr. Fisher aviation, and has chances at work ing airship building expert machinist charge of the m the speedway, and chine in flying shape perintended the tary engine used plane. Captain B.

Ram's Horn Brown's Wrinkles



There are a thousand ways by which a man can make a fool of himself, and some men know them all.

It is the thing that is all wool and a yard wide that the world is always looking for.

Merit is as certain to be seen and recognized as sunshine is.

The tune the old cow died on used up everybody else in the neighborhood before it finished her.

The long hatpin has been called in, but the fellow who whistled on the

street cars is still loose.

Plowing with a crooked stick is a prayer to be kept on a starvation diet.

It doesn't make much difference where you were born. The great question is, "Where are you now?"

Never give up, but keep on getting up.

The greatest promises in the Bible are for those who trust.

God wants us to have every joy that does not give a sting to some one else.

Honey was made for those who are not afraid of bee stings.

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8. For the machine remaining in flight for the longest time (duration prize).
- 9 to 12. Special match races.
- 13 to 20. Special open events.
- 21 to 23. Handicap events for complete circuits of the course.
- 24 to 26. Carrying passengers.
27. Longest distance traveled.

G. and J. Tire Company, is a young man with ambitions in an aerial way. He has constructed a biplane that is a composite of several machines, and also contains several of his own ideas. Of particular interest is his engine. It is a seven-cylinder rotary motor built on the same principle as the engines used on the aeroplanes driven by Louis Paulhan, the famous French aviator. The cylinders whirl with the propeller, thus giving them the benefit of air cooling. Marquette has been trying out his machine during the present week and expects to make a good showing during the coming meet.

B. Russell Shaw, a young man of this city, also has constructed a biplane that already has an established reputation for successful flights. Mr. Shaw is a close student of aviation and believes that he can attain success as an aviator. The young aeroplane builder has been considerably delayed in his practice by the late arrival of a new motor which he is to use on his machine next week.

One of the genuine lovers of the aviation game is Joseph Curzon, who has been working for months to perfect a Farman biplane. His workshop has been the speedway aerodrome and he has made several trial flights. He has had considerable hard luck in his work, accidents causing breaks in his propellers. He has a fine-looking bird that is driven by a Viviness four-cylinder 50-horse power motor.

Lincoln Beachey, of Toledo, with his monoplane, is to try for honors in the air above the speedway.

Bumbaugh Will Fly.

Captain G. L. Bumbaugh, well known as a balloonist and as a flyer of dirigibles, will be entered as an aeroplane driver in several of the events next week. Carl G. Fisher has had an aeroplane built and equipped with a four-cylinder Eldridge engine of between forty and sixty horse power. Mr. Fisher is much interested in aviation, and has a corps of expert mechanics at work on ideas he has regarding airship building. Quentin Noble, an

of developing aeroplanes, and it may be expected that from now on it will be a common sight to see human skyarks ditting over Indianapolis, the city that has grown from a stage coach station to a metropolis that has become famous as a motoring center and is now making its bow as a port for aerial explorers.

The fine eye of Wilbur Wright sees Indianapolis as an aviating center. In an interview in New York he names Indianapolis as an important point on the proposed aviating trunk line between New York, St. Louis and Chicago. He is foreseeing, and it may not be long until the aerial station masters will be crying trains in New York after this fashion:

"Aerial train for Cleveland, Indianapolis, St. Louis and Chicago! Train leaves station in twenty seconds! All aboard!"

W. M. HERSCHELL

PUTTIED UP BY EXPERTS.

Representative Hughes Says He Knows About Cracks in Naval Guns.

WASHINGTON, June 11.—"I have information based on sworn affidavits that cracks in guns made by the Bethlehem Steel Company have been puttied up by experts in order that they might pass inspection," declared Representative Hughes, of New Jersey, in advocating the construction of battleships in navy yards during a discussion of a conference report on the naval appropriation bill in the house yesterday.

Mr. Roberts, of Massachusetts, a member of the naval affairs committee, was quickly on his feet to challenge this statement.

"And these guns," added Mr. Hughes, "are more dangerous to the man behind them than they are to the enemy in front of them."

"Does the gentleman state that such guns have been accepted by the government?" inquired Mr. Roberts.

"I don't know about that," replied Mr. Hughes.

"If the gentleman has such information it is his patriotic duty to make it known here," said Mr. Roberts.

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34. Special events for amateurs.
35. For rapid descent from an altitude of five hundred feet.

Chances for Amateurs.

The events for amateurs will give sev-
eral Indianapolis lovers of the aviation
game opportunity to try their skill. Mel-
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expert machinist and constructor, is in
charge of the mechanical department of
the speedway, and has put the Fisher ma-
chine in flying shape. Noblit also su-
perintended the construction of the ro-
tary engine used on the Marquette bi-
plane. Captain Bumbaugh is to fly in the
Fisher machine. It is also to give an
exhibition with a coverland wind wagon
during the coming week.

It is the intention of the management of
the speedway to make its aviation field
the Hempstead Plains of the west. Ama-
teurs are to be encouraged in their work

aerial station masters will be crying
trains in New York after this fashion:
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it is his patriotic duty to make it known
here," said Mr. Roberts.

"I will give the gentleman an oppor-
tunity to vote for a resolution providing
for an investigation into these matters,"
concluded Mr. Hughes.

On Record for Taft.

LITTLE ROCK, June 11.—After adopt-
ing resolutions, pledging loyalty to the
administration of President Taft, de-
nouncing the Democratic party of Arkan-
sas and naming a complete state ticket
the Arkansas state Republican conven-
tion adjourned last evening. A. E. Rol-
and, of Hot Springs county, was nomi-
nated for Governor, and H. L. Rammel,
of Little Rock, was elected chairman of
the state central committee.

AIRMEN READY FOR SPEEDWAY FLIGHTS

First Licensed Aviation Meet-
ing in America to Be
Started Monday.

FIELD IN PERFECT SHAPE

Great Crowds Are Expected to Wit-
ness Flights Scheduled for Every
Day Next Week.

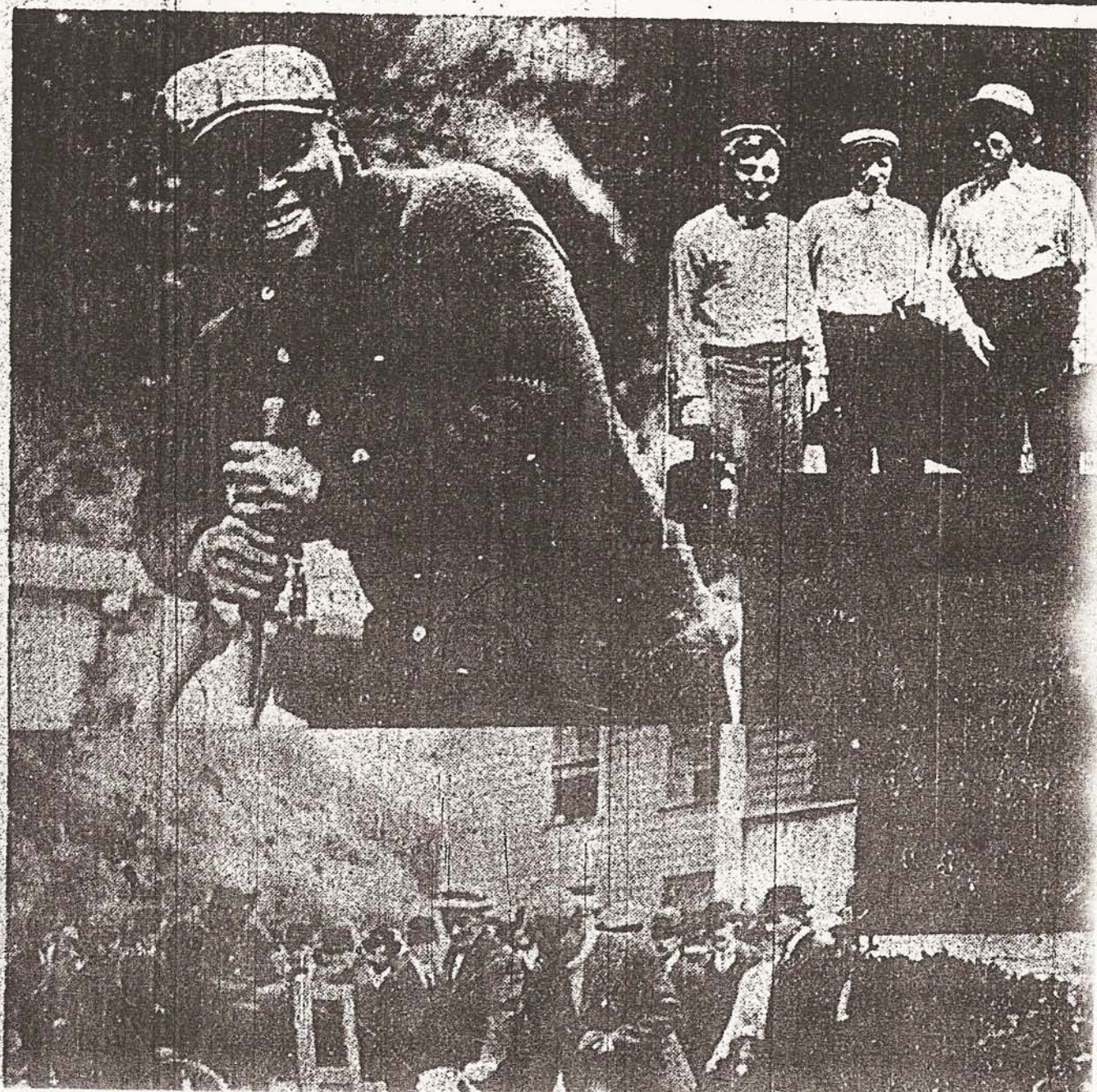
On Monday afternoon the spotlight will again be turned on the Indianapolis motor speedway. The first scene in the second act of the seven that are to be presented at the great Indianapolis speed arena this season will afford a view of the first licensed aviation meet to be held in America. The setting has been changed and instead of snorting, steaming motor cars hurling themselves along in an endless procession around the big two-and-one-half-mile track, the spectators will witness the quiet and peaceful automobiles of the air performing their wonderful feats from the aviation ground on the inside of the motor track.

Everything is in readiness for the opening curtain, which is scheduled to go up at 2 o'clock. By this time it is expected that the stands and bleachers will be filled. Much of the time previous to the starting of the program will be taken up by the aviators, with short trials and various maneuvers about the course, and those spectators who expect to receive the most for their money will be in their seats early.

Field Is Prepared.

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Field Is Prepared.

Since the arrival of the bird-men and their mechanics in Indianapolis, this week they have had ample time to assemble their machines and prepare them for flight. Much of the time during the last two days has been spent at the aerodrome getting the machines ready.

Since the last automobile meet the speedway management has turned its attention to the inside of the course, and this has been transferred into an almost perfect aviation field. A big steam roller was brought into play and the surface is now almost as smooth and level as a floor.

More flying machines are entered in the Indianapolis meeting than in any previously given in this country, and the promoters are of the opinion that the event will be more successful than any yet held. Wright Brothers, of Dayton, O., through their director of contests, Roy Knabenshue, are in charge of the Indianapolis meeting.

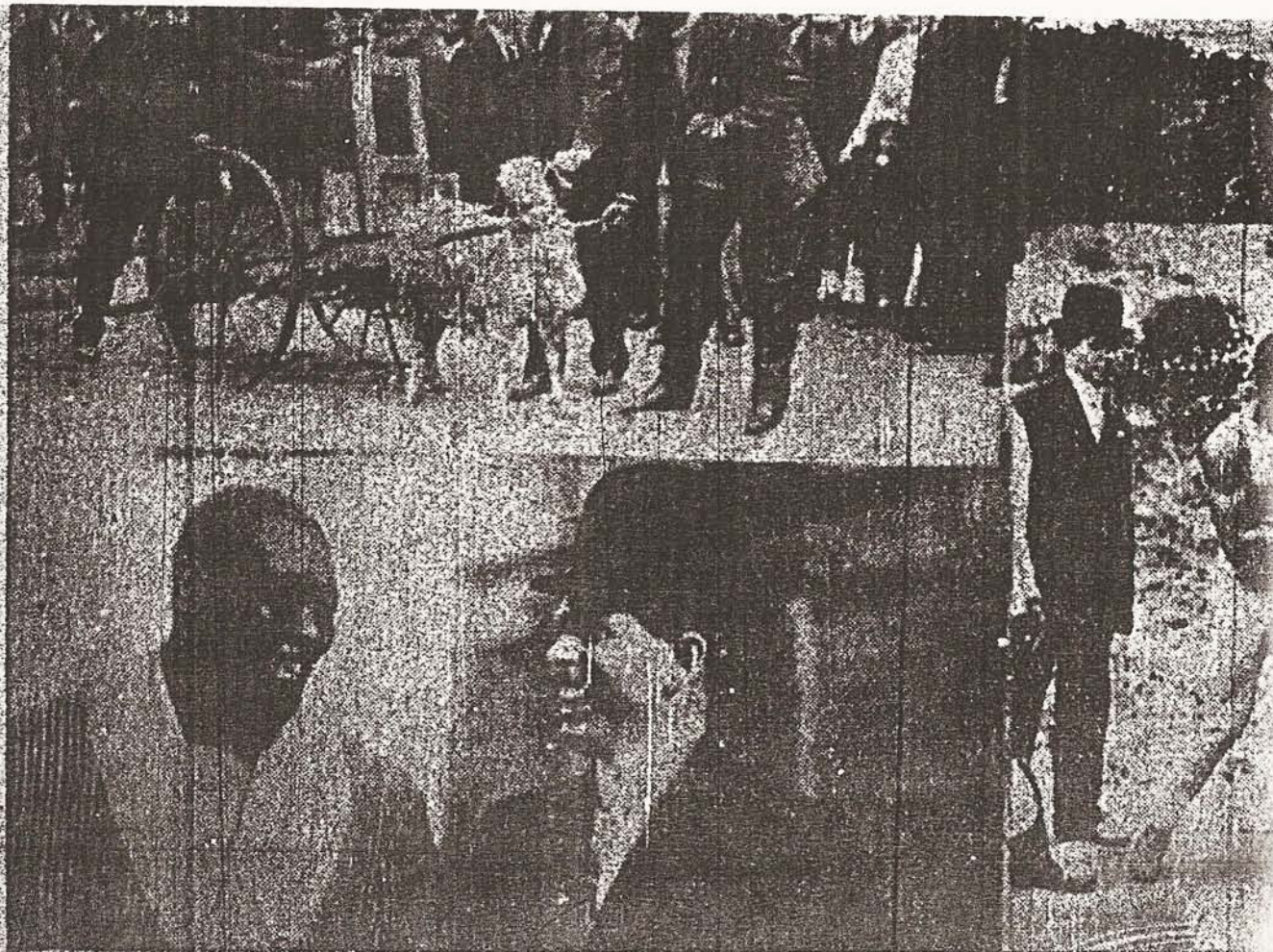
Thirty-Five Events on Card.

The week's program includes thirty-five events of various kinds. There will be fast and slow contests, contests with passengers and many novelty events. The machines will race around the two-mile and a-half speedway course, and the spectators will be enabled to keep in close touch with their performances.

Entered in the week's program are six Wright machines, to be piloted by A. L. Welch, W. A. Brookins, E. P. Coffyn, Archie Hoxsey, Duval La Chappelle and Ralph Johnstone. Joseph Curzon has entered his Farman biplane; M. Marquette, of Indianapolis, and Russell Shaw, of this city, will take part with biplanes of their own construction; Lincoln Beachey will pilot a Beachey monoplane, and Captain G. L. Bumbaugh will operate a Fisher biplane, entered by the Fisher Automobile Company, of this city.

Marquette First Indianapolis Flyer.

Malvin Marquette, the young aeroplane builder, of Bellefontaine street, has the distinction of being the first local air pilot to make a successful flight in his own machine. There are three other avia-



Top Row, Left to Right—Johnson, sawing wood; Papke, Jack Melville and Jeffries, grinding an ax. Second Row—Johnson and his camp mascot; Jeffries on the road with Farmer Burns and Armstrong. Lower Row—Johnson, listening to a story by Tom Flanagan; Johnson, posing for a picture with Kid

tors who have their own machines at the speedway aerodrome. Curzon has made two or three successful short flights, the most recent one in his Farman biplane. While Curzon has been in the city for several months and has built a machine here he is not a native Hoosier. Carl Fisher also has a machine there. The other local bird-man is young Shaw, who has his biplane at the aerodrome.

Marquette's last flight and his most successful one was made Wednesday afternoon, when he negotiated a flight of over half a mile on a straight course. The engine which made this flight possible was made by Quentin Noble, so that the flight was a double triumph for local men. The engine, a 45-horse power

Today's "If" Table.

	Today.	Won.	Lost.
St. Paul .....	.673	.679	.692
Minneapolis .....	.654	.690	.641
Toledo .....	.593	.693	.584
Columbus .....	.440	.430	.421
Kansas City .....	.435	.413	.425
Indianapolis .....	.423	.423	.415
Milwaukee .....	.417	.428	.408
Louisville .....	.348	.353	.350

A. A. Standing

Indianapolis
Milwaukee
Columbus
Louisville
Minneapolis
Toledo
St. Paul
Kansas City

Standing of the Teams

Yesterday

Announcement

the speedway course, and the will be enabled to keep in close their performances. In the week's program are six machines, to be piloted by A. T. V. A. Brooks, E. P. Coffey, J. Duval, J. Chappelle and J. Anstons. Joseph Curzon has a Farman biplane. M. Marquette, Indianapolis, and Russell this city, will take part with their own construction. Lincoln will pilot a Beechey monoplane, and G. L. Bumbaugh will operate a biplane, entered by the Fisher Co. Company, of this city.

The First Indianapolis Flyer. Marquette, the young aeroplane of Bellefontaine street, has the of being the first local air make a successful flight in his line. There are three other avia-

Announcement

have the following second and cars which we are to sell for CASH Y, at exceptionally low

Runabouts and Roadsters

Model G.

Tr.

on, 4-cylinder.

obile, 4-cylinder.

and 7-Passenger Touring Cars

Hartford, 2-cylinder.

Model F, 2-cylinder.

Model F, 2-cylinder.

Model F, 2-cylinder.

delivery wagon.

Model S, 4-cylinder.

ial 4-cylinder.

n 4-cylinder.

Model 10, 4-cylinder.

Used Hand Auto Co.

6 East Vermont Street
INDIANAPOLIS, IND.

Top Row, Left to Right—Johnson, sawing wood; Papke, Jack Melville and Jeffrie
Second Row—Johnson and his camp mascot, Jeffries on the road with Farmer Bu
Lower Row—Johnson, listening to a story by Tom Flanagan; Johnson, posing for

tors who have their own machines at the speedway aerodrome. Curzon has made two or three successful short flights, the most recent one in his Farman byplane. While Curzon has been in the city for several months and has built a machine here he is not a native Hoosier. Carl Fisher also has a machine there. The other local bird-man is young Shaw, who has his biplane at the aerodrome.

Marquette's last flight and his most successful one was made Wednesday afternoon, when he negotiated a flight of over half a mile on a straight course. The engine which made this flight possible was made by Quentin Noble, so that the flight was a double triumph for local men. The engine, a 45-horse power rotary, was taken to the speedway by Marquette for a trial, and after some minor changes made by Noble, Marquette has made two flights with it. He will use it in the events in which he is entered next week. Marquette designed his own air craft and built it at odd moments in his workshop in College avenue, with the assistance of two or three young men friends. He embodied a great many of Curtiss's ideas and several of his own, which he has proved practical. His aeroplane, built without a working model was balanced and constructed so that it was not necessary to make any great changes after it was taken to the aerodrome. The points of difference between the Marquette and Wright machines is also, to some extent, the difference between the Wright and Curtiss machines.

It differs from the Wright machines at the speedway in several important particulars. The Wright machine has a "wing expanse" of forty feet, while Marquette's machine is only thirty-six feet across. The Wrights accomplish the tilting of their craft by warping, i. e., bending their main planes. These are made flexible so that they may be warped about ten feet on each end. In Marquette's machine he uses two small planes set at the ends and between the two large planes to accomplish the tilting necessary in turning. This is the point in construction over which there is now so much litigation.

Uses Auto Steering Wheel.

Marquette and Curtiss use an automobile steering wheel to work their elevating planes which cause the craft to ascend or descend. The Wright aviators use a lever at the side of the seat. Marquette's machine has only one seat, while the Wright machines have two. The local man controls his rudder with his feet, while the Wright control is in a lever.

Directly in front of the rudder Marquette has what he calls a following plane which he says affords a double safeguard in case his engine should stop in midair and he should have to glide to the ground. The Wright machines have no such plane. Marquette's license fee to enter the meet next week has been paid and he hopes to demonstrate that Indianapolis can build good sky craft as well as well as good autos. Now that he has demonstrated that his machine will fly he says it is only a question of his own ability.

Today's "If" Table.

	Today.	Won.	Lost.	
St. Paul	.673	.679	.669	In
Minneapolis	.634	.660	.641	MI
Toledo	.596	.693	.584	Co
Columbus	.440	.430	.421	Lo
Kansas City	.435	.446	.425	MI
Indianapolis	.423	.423	.413	To
Milwaukee	.417	.428	.408	St.
Louisville	.346	.358	.330	Ki

Standing of the Teams

American Association.

	Won.	Lost.	Pct.	
St. Paul	35	17	.673	MI
Minneapolis	34	18	.654	To
Toledo	31	21	.596	Lo
Columbus	22	23	.440	MI
Kansas City	20	26	.435	To
Indianapolis	22	30	.423	St.
Milwaukee	20	28	.417	Ki
Louisville	18	34	.346	

National League.

	Won.	Lost.	Pct.	
Chicago	28	16	.651	
New York	28	17	.622	
Cincinnati	22	19	.537	Ch
Pittsburg	21	19	.525	Ne
St. Louis	21	24	.467	er;
Brooklyn	20	25	.444	an;
Philadelphia	16	24	.400	
Boston	16	29	.356	

American League.

	Won.	Lost.	Pct.	
New York	27	12	.692	
Philadelphia	27	13	.675	
Detroit	30	17	.638	on
Boston	22	21	.512	
Cleveland	17	20	.459	
Washington	19	26	.422	
Chicago	15	24	.385	Wa
St. Louis	8	33	.200	Ch;

Central League.

	Won.	Lost.	Pct.	
Ft. Wayne	24	11	.686	
South Bend	22	21	.667	Ne
Grand Rapids	21	22	.636	Del
Terre Haute	18	13	.581	
Evansville	14	22	.389	Sch
Wheeling	13	21	.382	
Dayton	11	20	.355	
Zanesville	10	23	.303	

GAMES TODAY.

American Association.

St. Paul at Indianapolis.
Minneapolis at Toledo.
Kansas City at Louisville.
Milwaukee at Columbus.

National League.

Pittsburg at Philadelphia.
Chicago at New York.
Cincinnati at Boston (two games).
St. Louis at Brooklyn.

American League.

New York at Detroit.
Philadelphia at St. Louis.
Boston at Cleveland.
Washington at Chicago.

Central League.

South Bend at Ft. Wayne.
Grand Rapids at Dayton.
Terre Haute at Zanesville.

A. L. DOUGLAS

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