

# Roy Knabenshue Tells Why Dirigible Balloon May Be Expected to Beat the Aeroplane in Feat That Will Rank With Achievement of Columbus



HEY'RE off in the transatlantic race!

When will the wires flash this announcement across the land and thus herald the beginning of a contest over 3,500 miles of restless blue wave, with the infinite air above as the course through which the great white-winged man-birds will wing their way from shore to shore?

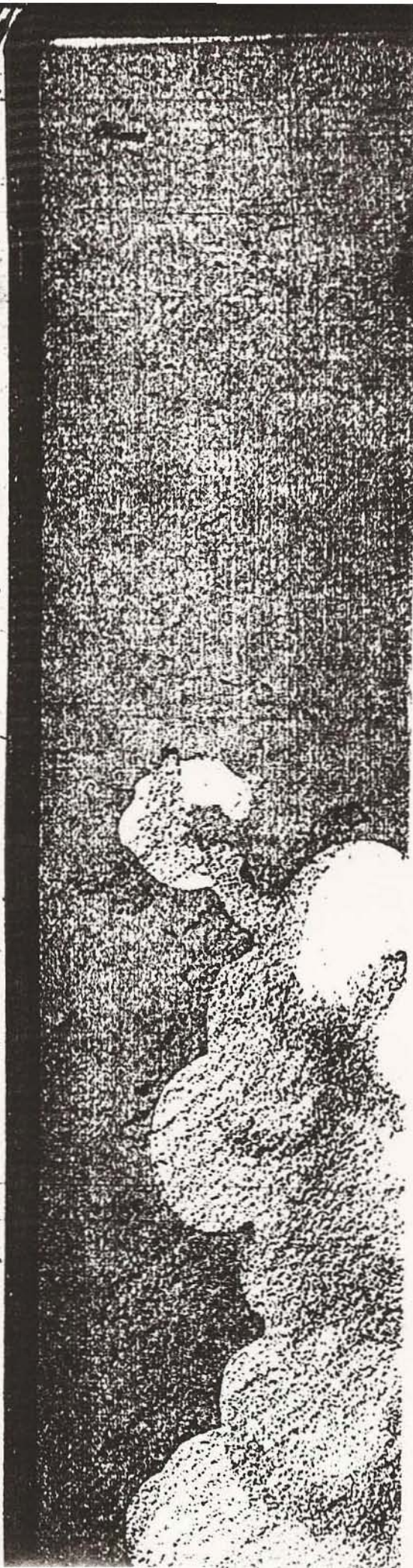
Aviators and aeronauts are looking ahead further than ever since

Glenn Curtiss and Capt. Rolls have made successful long distance flights, and, though it seems next to impossible, the Atlantic Ocean is mentioned as the next hazard for the daring flyers to attempt after they have startled mankind with their feats over land and smaller bodies of water.

Smiles accompany the mention of such a contest today, but laughs and jeers were meted out to Columbus when he first ventured to seek aid from the Spanish Queen in carrying out his plan to cross the Atlantic in a sailing vessel. In the modern stage of advanced mechanical and scientific attainment the aeronaut is greeted with more credulity as he speaks of a plan to fly over the vast expanse of water, but the doubt of his success is greater than human mind is able to overcome with hope, and the project seems far from consummation.

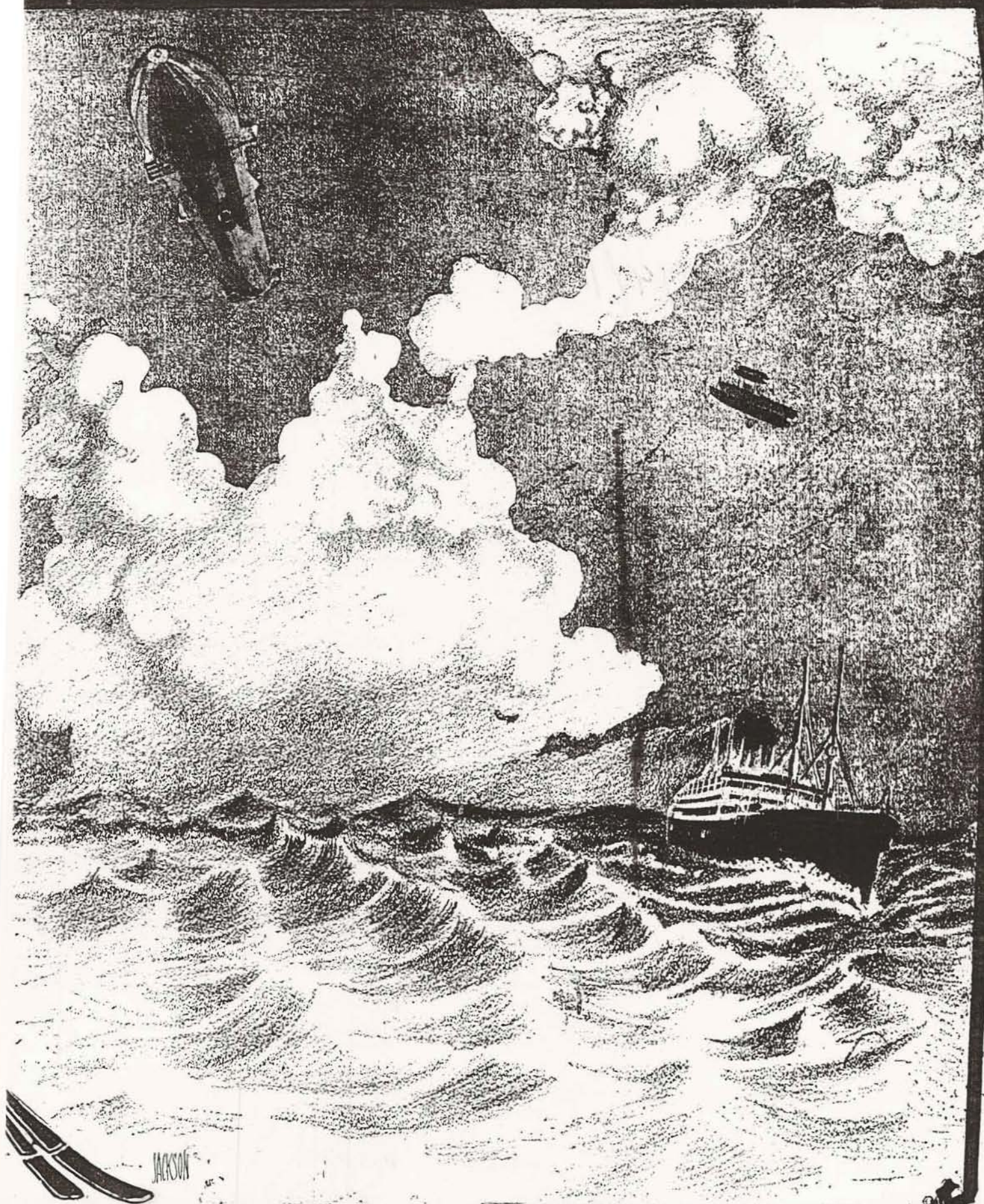
Joseph Brucker is the first man to announce his readiness to make the trial. From Berlin he sends word that as soon as the observations have been completed so that he may lay out a course from the paths followed by the birds in their ocean crossing trips, he will launch a great dirigible balloon out over the waves, and, if possible, bring it to America in one long trip.

In a letter to the Aero Club of America Brucker states that Dr. Gaus, president of the Automobile Club of Munich, is backing the enterprise, and that a large balloon costing 250,000 marks is ready. He suggests that the Aero Club offer a prize for the first aeronaut to make the transatlantic trip. It is Brucker's plan to take advantage of the trade winds, making the trip westerly from the coast of Spain, following much the same course as that taken by Columbus. The transatlantic air craft will carry three or four men, and be equipped with lifeboats and other safety devices, and will be followed by speedy gunboats or other craft. With the aid of the trade winds it is expected that the balloon will outstrip the water craft.





# IRSHIP RACE ACROSS *the* ATLANTIC



...romantic have not successfully, pre- in turning come to an almost absolute stop for a second



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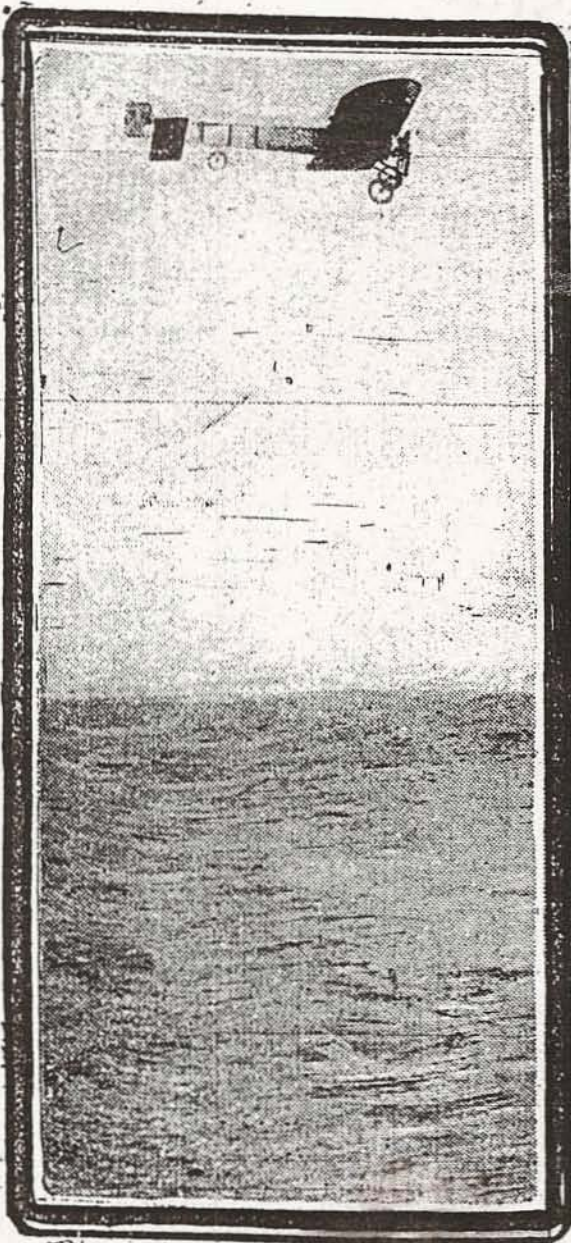
Brucker will complete his observations before the summer is over, and the first crossing of the Atlantic in the air, he believes, will be the result.

### Aeroplane as the Modern Monitor.

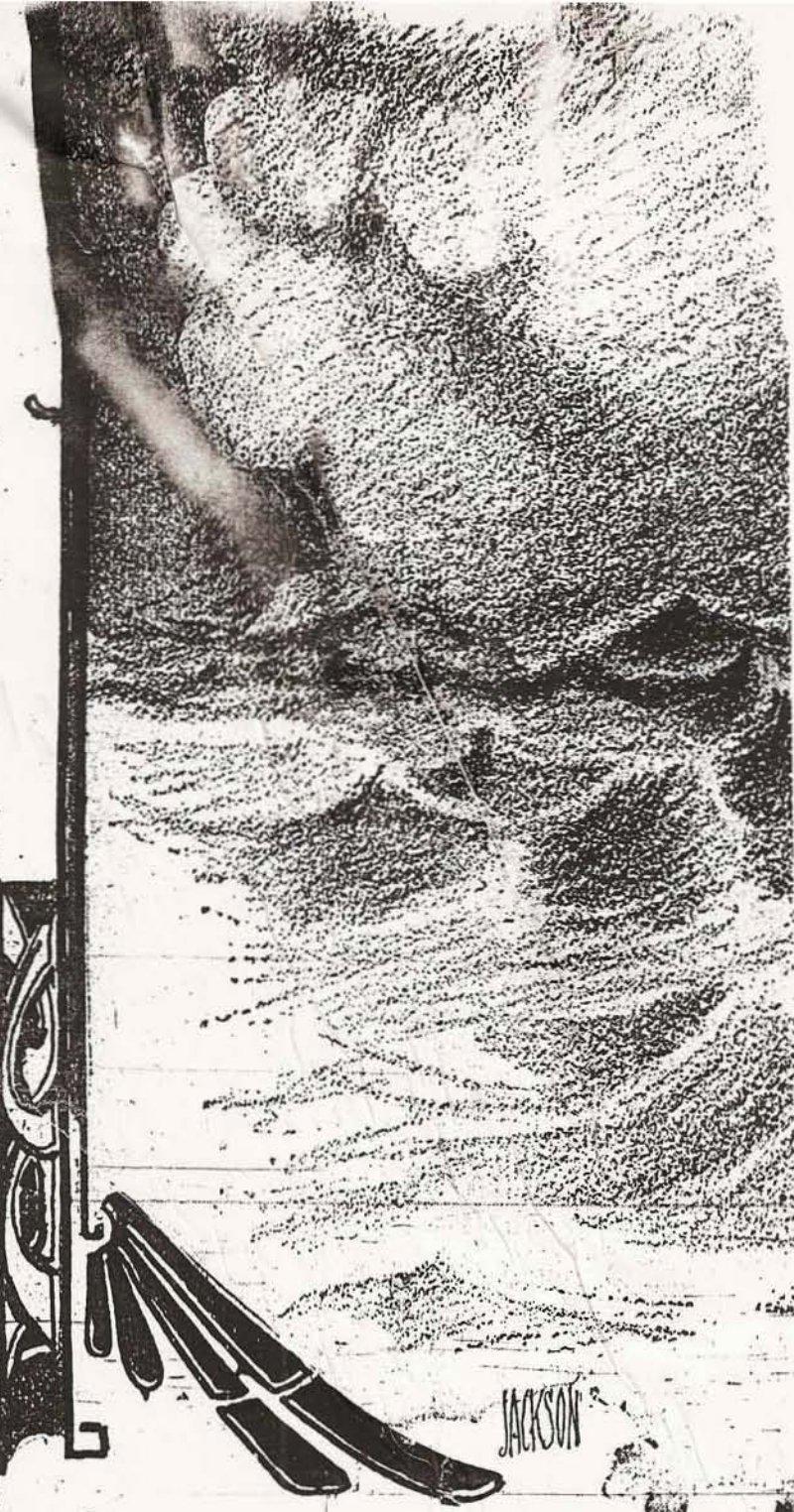
The ship race across the Atlantic is to be one of the greatest epoch makers the world has known in centuries. It opens a new method of invasion and calls for a new method of defense. Germany is looked to for the invasion, and, naturally, America, lying at the other end of the long race against time, will be the source of a defensive plan.

Roy Knabenshue, manager of the Wright racing team of aviators, has long been considered authority on aeronautics because of his experience with all kinds of air craft, including dirigible balloons and aeroplanes. This wizard of the air forecasts aerial warfare, and outlines a plan which the United States has heeded already, with the result that the Wright machines have been tested and tried as a means of defense in case attacking forces visit this country by the air route.

While in Indianapolis last week with the Wright aviation team Knabenshue told his story of what the suc-



Bleriot crossing the English Channel



years, and the aeronauts have not successfully precluded it.

"But the dirigible balloon is the only logical machine of attack. It can travel over the Atlantic or other large bodies of water when it is perfected and reach an enemy's shore, but I believe it will be useless after its arrival. A fleet of aeroplanes meeting a fleet of dirigibles at the coast line of a country could demolish the entire squadron before the line was crossed.

"The aeroplane can travel faster than the dirigible, and can be controlled much easier and faster. A fleet of dirigibles would be helpless before the onslaught of bomb-dropping aeroplanes. At any altitude the balloons might choose to come they would be at the mercy of a fleet of light aeroplanes. For the lighter craft could mount high over them, and the large gas bags would shut them from view. With bombs which could be dropped on the bags the demolition of the balloon fleet would be complete. Another method I have believed easy would be the use of a hook which could be dropped into the bag of a balloon and the bag ripped from end to end.

"The aeroplane of today, I believe, is not what it will be in a few years, as the Wright brothers have been perfecting the machine faster than the general public realizes. The aeroplane made this year is different from

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### Why Aeropl

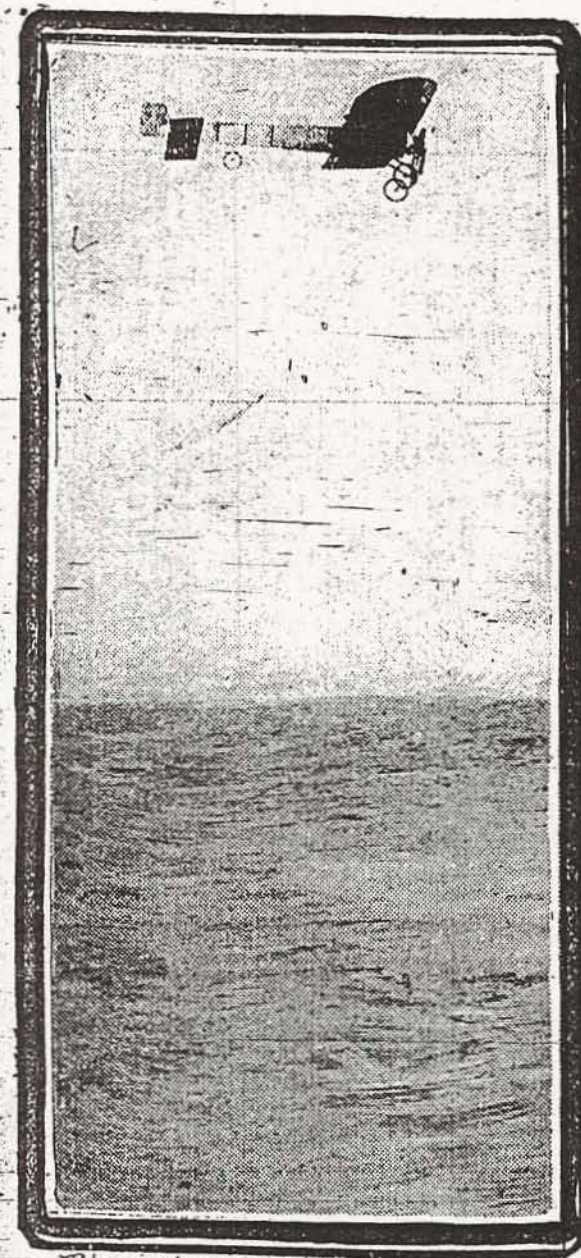
"A dirigible can n it as sharply as the advantage the ballo distance that it can power of the dirig that of the aeroplai ples and fuel for a for many miles. T fuel to make a trip takes one-half pint to run an aeroplan pound. The Wright the 3,500 miles across to carry nearly th the supplies of an operator could hard



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While in Indianapolis last week with the Wright aviation team Knabenshue told his story of what the suc-



*Bleriot crossing the English Channel* (© G. G. DAIN)

cessful crossing of the Atlantic by an air craft will mean.

"I have seen possible aerial warfare for years," he said, "and with this attempt of the Germans so close at hand it means that success will bring the possibility into the scope of probability sooner than most nations now expect."

"The dirigible balloon probably will succeed in crossing the ocean. The element of danger which makes this in the least doubtful is brought about by the combination of the motor and the gas bag. The danger of firing the gas in the bag from the engine has been the fear for

years, and the aeronauts have not successfully precluded it."

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"The aeroplane of today, I believe, is not what it will be in a few years, as the Wright brothers have been perfecting the machine faster than the general public realizes. The aeroplane made this year is different from the first ones, although the basis is the same for both. But small details which have made the machine more efficient have been improved, and the power and properties of the craft are increased almost every month."

"The Wright brothers will not prophesy much as they are progressing, but I believe there is a future for the aeroplane that none of us knows or can see. In warfare it can reach an altitude which will put it out of reach of warships or guns on land. Fifteen hundred feet in the air and traveling at the rate of forty miles an hour, a fleet of these machines would be an impossible target for any kind of a gun on the earth's surface, for the elevation is too great for any human to judge accurately."

"The Wright aeroplanes can be turned sharply, and

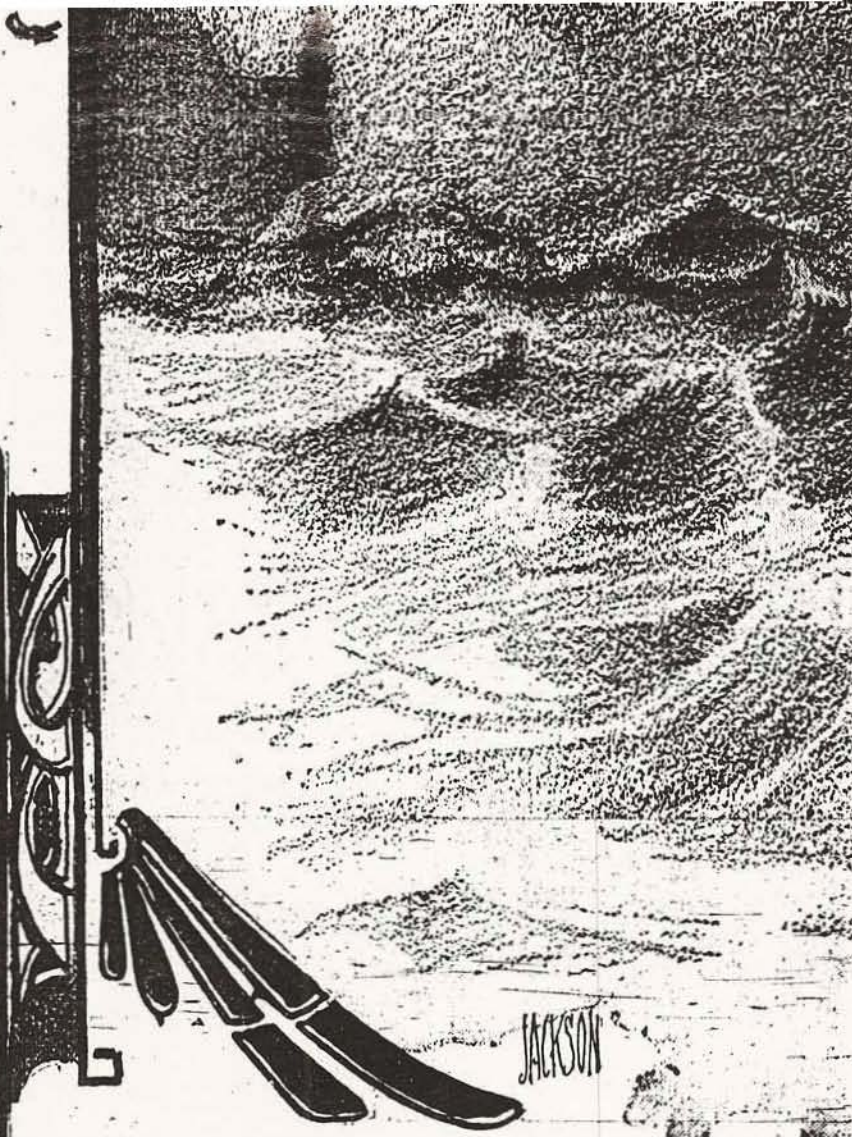
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## Why Aeroplanes

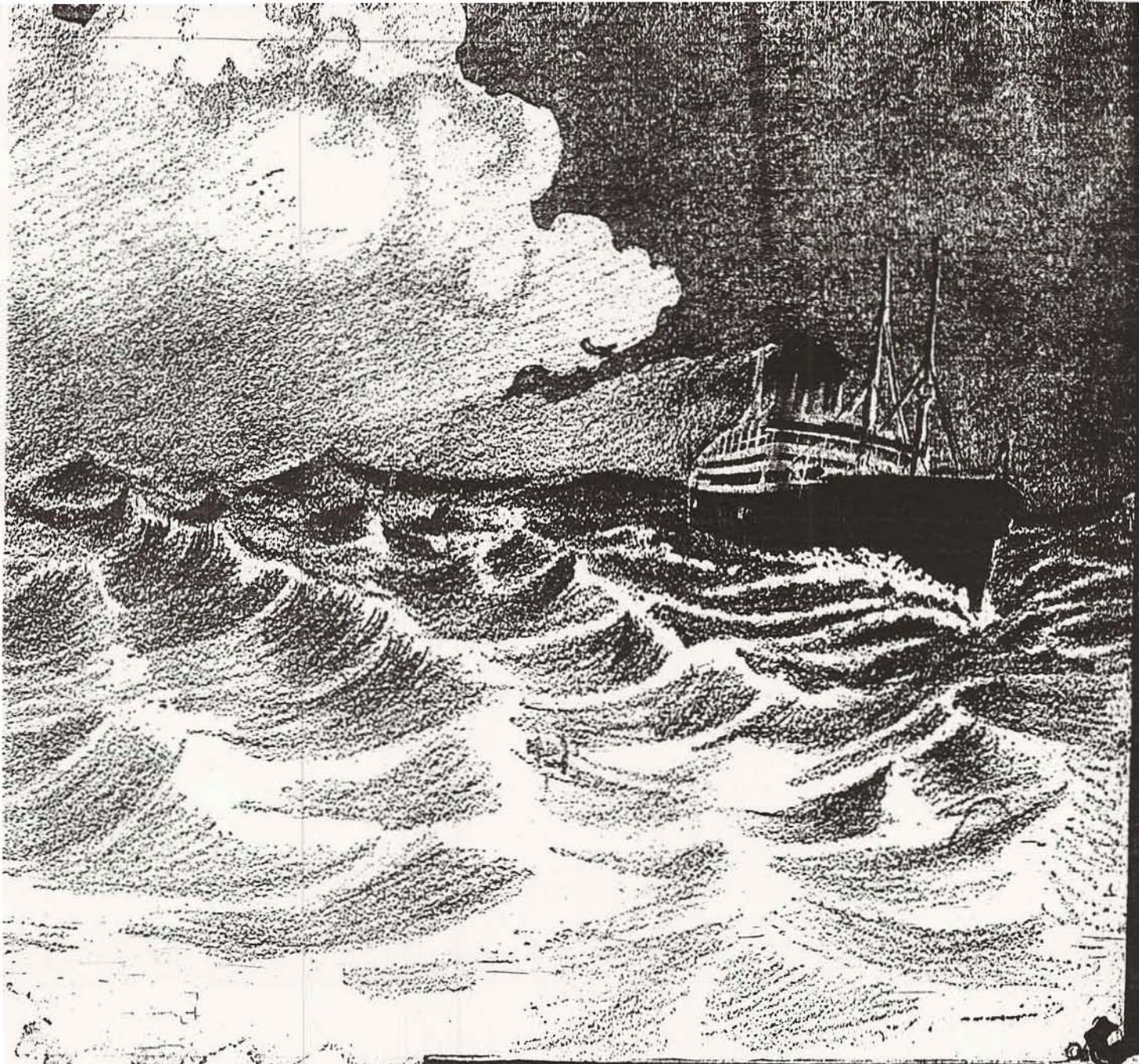
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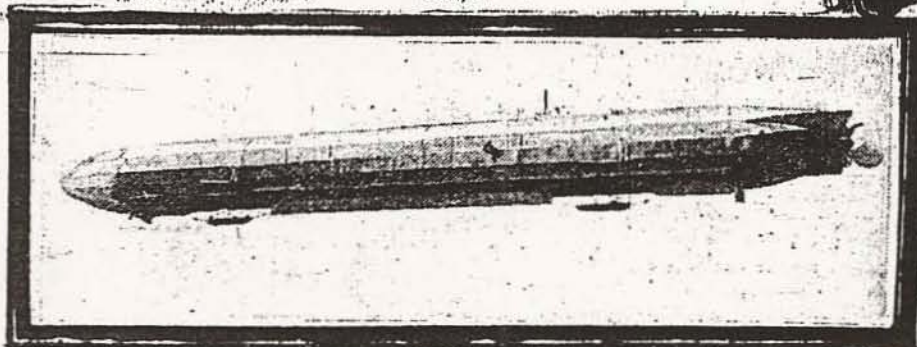
In turning come to an almost absolute stop for a second. In that time a bomb can be dropped pretty accurately. Imagine a bomb of any size being dropped from an airship into the funnel of a battle ship. Down the funnel into the very bowels of the big boat it would play havoc with the entire ship.

### Why Aeroplane Can Not Make Voyage.

"A dirigible can not do this, as it is impossible to turn as sharply as the aeroplane can be turned. The advantage the balloon has over the aeroplane is in the distance that it can travel. The sustaining or lifting power of the dirigible, of course, is much greater than that of the aeroplane. The balloon thus can carry supplies and fuel for a long trip and be in shape for travel for many miles. The aeroplane can not carry sufficient fuel to make a trip as long as across the Atlantic, as it takes one-half pint of gasoline per horsepower per mile to run an aeroplane, and a pint of gasoline weighs a pound. The Wright engine has 39.1-horse power, and in the 2,500 miles across the Atlantic the airship would have to carry nearly thirty-four tons of gasoline, outside of the supplies of an operator for four days. At that, an operator could hardly be expected to sit in the seat of an aeroplane for that length of time without wearing out.

"There is one possibility with an aeroplane, however, which might be considered by any nation, and that is to send an aeroplane fleet with a naval fleet. On board the big battle ships the aeroplanes could be launched at sight of a hostile fleet, or of the enemy's land, and would be able to rise in time to carry destruction after a flight of fifteen or twenty miles.

"The first airship to cross the Atlantic will no doubt be of the slower type, the dirigible, but with trade winds at its back and the right air currents the Germans believe the trip across can be made in as short a time, if not shorter, than the ocean liner consumes in traveling from New York to Liverpool. If the aeroplane could make the



*Zeppelin III, the big German dirigible which may be first contender for transatlantic honors*

journey under favorable weather conditions that craft could cover the distance in a little more than three days. About eighty hours would be necessary for a Wright biplane to cross the ocean, taking the average speed per hour as forty miles.

"If the ideas of some of the great aviators hold good, the present generation may live to see wealthy sportsmen pit their privately owned aeroplanes against each other in long flights, and eventually the goal will be across the Atlantic. The machine today is crude, but it is fast leaving that stage, and it is believed by experts that a few more years will bring the airship into common usage as a carrier of passengers.

"The men who know better than any one else, Wright brothers, keep their silence. They will not predict one step in advance for the machines except to say that improvements are being made continually. The wizards

of the air keep their keep eyes open and use every plan available to improve on their invention that was scoffed at when their first attempts were made. The construction of the present day aeroplane shows its crudeness without explanation by word, but much in the way of beauty of construction has been sacrificed for strength and lightness.

"The carrying power of the present machine is about 600 pounds, and this is the result of constant increase in power in the Wright motor. Six hundred pounds of deadly explosive would play havoc with a mighty battle ship fleet in short order, and it is safe to say that by the time aerial navigation has been improved sufficiently so that it will be a part of warfare, the aeroplanes will have a carrying capacity of a ton.

"Then for the battles in the clouds in reality—but first the race across the Atlantic."



# THE INDIANAPOLIS STAR

Indianapolis Star, June 19, 1909

INDIANAPOLIS, INDIANA

8 Parts—60 Pages

General news and cable.....Part 1  
Editorial and autos .....Part 2  
Sports .....Part 3  
Classified and financial .....Part 4  
Society and theaters .....Part 5  
Magazine .....Part 6  
Woman's .....Part 7  
Comic .....Part 8

## THE WEATHER.

**Forecast**  
**for Indiana**  
**for Sunday**  
**and Monday:**

Generally  
fair except possibly  
local thunderstorms  
Sunday; continued  
warm; Monday, fair.

Forecast for Indi-  
anapolis and vicinity  
for today:  
Rain.

W. R. H. RATHER BE  
AN EX-PRESIDENT  
THAN PRESIDENT



### ALMANAC OF THE DAY.

Sun rises at..... 4:15 | Sun sets at..... 7:17

WEATHER CONDITIONS IN INDIANAPOLIS YESTERDAY.

#### —Precipitation.—

Amount during the twenty-four hours  
ending at 7 p. m..... 0  
Total amount since Jan. 1, 1910..... 14.86  
Accumulated departure from normal  
since Jan. 1 (deficiency)..... 4.10

#### —Temperatures.—

7 a. m..... 72 | Maximum..... 90  
7 p. m..... 35 | Minimum..... 66

#### —For the Same Date Last Year.—

7 a. m..... 59 | Maximum..... 71  
7 p. m..... 63 | Minimum..... 54

WEATHER CONDITIONS ELSEWHERE  
YESTERDAY.

	Min.	Max.	Weather.
Amarillo, Tex.....	33	66	PtCldy
Chicago, Ill.....	30	72	Clear
Cincinnati, O.....	30	72	Cloudy
Denver, Col.....	32	84	Clear
Devils Lake, N. D.....	34	60	Clear
Little Rock, Ark.....	30	70	Cloudy
Louisville, Ky.....	32	70	Cloudy
Nashville, Tenn.....	30	68	Clear
Omaha, Neb.....	32	72	PtCldy
Pittsburg, Pa.....	36	70	Cloudy
Salt Lake City, Utah.....	30	68	Clear
San Antonio, Tex.....	32	74	Clear
St. Louis, Mo.....	30	72	Clear
Wichita, Kas.....	34	64	Clear
Yellowstone Park, Wyo.....	74	43	PtCldy

## BRILLIANT FLIGHT BY WRIGHT THRILLS

Magnificent Ascension in Air by  
Younger of Dayton Brothers  
Holds Crowd.

## SPINS MACHINE LIKE TOP

Aviator Revolves Craft, Then  
Makes Spectacular Dips Al-  
most to Earth at Speedway.

An afternoon of somewhat indifferent success was climaxed at the Indianapolis Motor Speedway yesterday by the most brilliant air maneuvering of the week, when Orville Wright, the Dayton inventor and manbird, mounted in his own bi-plane. Altogether, Mr. Wright was off the ground only ten minutes, but in that time he executed some movements which were regarded as marvelous. Fewer than 150 persons remained for the most spectacular flight of the entire week.

Modest Mr. Wright, somewhat discouraged by the failure of his young aviators to soar as gracefully as usual, decided upon an aerial voyage about 6 o'clock, but would not have this fact

## HOBBO FLE

## ROUSED RI

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Figure Prominer



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etail of land and sea demonstration in Roosevelt honor.....	Page 4

#### DOMESTIC.

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Moone County Republicans ask Kern to prove bribery charges..	Page 6
are life romance recalled by monument dedication .....	Page 6

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Man is knocked from bicycle and crushed beneath wheels of dray.	Page 33
Governor Hadley says Roosevelt is greatest political genius.....	Page 33
bookbinders' Brotherhood may remove headquarters to Indianapolis .....	Page 33
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Minneapolis beats Louisville in double-header .....	Page 1
Tigers win sensational game with Boston .....	Page 1
Glidden tourists arrive at Little Rock .....	Page 1
Hope of holding big fight in Frisco abandoned.....	Page 1
Central Avenue M. E. wins Sunday school track meet.....	Page 2

## CORNELIUS VANDERBILT

MAYOR W. J. G.

announced. E. A. Moross, director of contests at the Speedway, knew that Mr. Wright was planning to fly, but he quietly retreated from the field for fear that his knowledge that the Dayton inventor contemplated an ascension might cause Mr. Wright to abandon his trip.

The small crowd was astonished by the grace of the aviator whom they saw floating about in the clouds, then skimming low over the entire field. "It must be Brookins," some one cried, and others agreed. But as the youthful pilot was surpassed at his own game, as Orville Wright continued his wonderful bounding about the skies with never a falter, admiration was succeeded by rapture, and the spellbound spectators were consumed by curiosity to learn the identity of the rover.

#### Makes Fast Time.

The experienced aviator flew all about the course in unusually fast time. The biplane is supposed to travel at a rate of forty miles an hour, but Mr. Wright must have been speeding the machine to fifty miles. Swooping downward, he circled the field several times, missing the earth at times by a hand's breadth. Then while the crowd marveled at Mr. Wright's daring, he thrilled every one by making dazzling fast revolutions in midair. No time was kept, so it is not known whether the record of Brookins—six and two-fifths seconds—for a complete revolution was eclipsed. At any rate, Mr. Wright spun about as speedily as the eye could follow.

After revolving his craft in the heavens for several minutes, Mr. Wright flew at lightning gait to the northeast end of the Speedway, where, ranging southward, he dipped the aeroplane as it had not been dipped before, and there was some magnificent maneuvering throughout the week. Down Mr. Wright came until it seemed he must dash his airship to pieces against the ground. But back to the ethereal domains the brilliant aviator returned. This series of performances continued several minutes, after which Mr. Wright directed his machine to the entrance of the aerodrome, where he flitted to the earth.

#### Crowd Gazes at Wright.

The other machines already had been housed, and early every one on the grounds had started toward the aerodrome. When it was seen that the pilot of the magic little biplane was going to alight there steps were quickened and many broke into a run to find out who the navigator was. Before Speedway guards could interfere the crowd was on the field, men, women and a few children swarming about the machine which had just come to earth, and forming a complete circle about Orville and Wilbur Wright, other aviators and aids.

"Why, it's Orville Wright," said one pretty little woman dressed in white. "What do you think of that? He's almost as clever as Brookins." Whether the wizard of the air heard the remark is not known, but he smiled just about that time, while the young aeroplanists broke into a laugh.

A moment later Capt. Carpenter of the Speedway guards galloped up and ordered



## BATTLE

the men devoted their fighting small flames that came from nearby cars.

The yards are located south of Norwood and half south of Indianapolis, the city limits and its limits. No attempt was made between ten and fifteen minutes to burn the trucks.

Thompson was injured in the fight to save property. He ran on the roof of a car, and flames had been burned. He finally broke through the car and fell to the ground.

Freeman, who is said to be intoxicated, had been sitting in a box car and overslept. Thompson dragged his car shortly after the fire. His face was burned with smoke. Afterward he went to the top of a car to watch the fire.

## TEN FREIGHT CARS ON TRACK AND

"Pulled" Drawbar on Flora Causes Wreck  
Razes Town's Streets  
LOGANSPORT, Ind.  
northbound Vandalla 180 "pulled" a draw through Flora this afternoon. Two of the cars were derailed, two of the station, almost closing the building. The fire in the Logansport shops which delayed traffic.

## LINA CAVALIER

Weds Former New York  
Chanler, in  
PARIS, June 18.—I



John F. McFarland, state agent of Michigan Mutual Life, is dead. Page 10  
Charles A. Bookwalter denies allegation of Winona Tech. suit. Page 18  
Board of Health names W. F. Koepfer plumbing inspector. Page 18  
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Glidden tourists arrive at Little Rock. Page 1  
Hope of holding big fight in Frisco abandoned. Page 1  
Central Avenue M. E. wins Sunday school track meet. Page 2  
Latonia favorite beaten by added starter. Page 2  
Ft. Wayne defeats Terre Haute 6 to 1. Page 2  
Minor League clubs make large profit. Page 3  
Dillon fights Freddie Hicks at Newark this week. Page 3  
Premiers beat Printers' Union 6 to 1. Page 3  
Left-handed pitchers mild hoodoo. Page 4  
George A. Ryan discusses turf gossip of the week. Page 4  
Ray Bronson training for three bouts in one week. Page 4

#### MAGAZINE SECTION.

Now for the airship race across the Atlantic.  
"54-40 or Fight," continued.  
"He Was Taken to the City Hospital." By Betty Blythe.  
Genoa and the Italian Riviera. By Laura A. Smith.  
St. John's Academy at the half-century mark.  
Skibby and the blackmailers.  
Our ancestors: The Chapman family.  
"Motor Matrimony." Short story, by Ellis Parker Butler.  
Around the world with Mr. and Mrs. Fairbanks.

#### WOMAN'S SECTION.

Correct suits for summer travelers.  
Violet embroidery design for a blouse.  
The art of keeping young.  
Advice on social customs, by Mrs. Adams.  
Answers to beauty queries, by Mrs. Symes.  
How others have built.

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A moment later Capt. Carpenter of the Speedway guards galloped up and ordered the crowd back. "Only those wearing badges are allowed here," he said, and his men began to get busy at once. Wilbur Wright also "shooed" the people back. The field was cleared in a few minutes, the last of the history-making aeroplanes was sheltered and the aviation meeting was over.

The wind was exceedingly powerful for the most part of the afternoon and it was very late when the machines were ready to attempt flights. Then there was not the success which characterized the programs on the preceding days. The monorail became unjointed and the choppy conditions of the heavens played havoc with attempts to take the air. In addition, the strains of a week's flying, together with hard work, made oppressive by the heat, seemed to react, and two young aviators were compelled to abandon attempts to fly. To make matters worse, the running truck did not behave properly.

#### Wind Wagon Almost Flies.

Following a successful flight by Brookins shortly after 3 o'clock, no successful attempts at ascensions were made for more than an hour. Meantime the Overland wind wagon, an automobile equipped with an eight-foot propeller, made two laps, five miles, in 5:25. After Driver Carl Baumhofer retired amid applause, it was announced that the world's two-mile record for wind wagons had been broken. This, while true, created considerable amusement from the fact that the Overland's unique vehicle is the only one of its kind ever mad, so far as is known.

The Hoosier Zouaves, under command of Capt. Fred Hartmann of Indianapolis, then entertained the crowd with some splendid drills. The exhibition included the scaling of a wall in fast time. This made a big hit.

Arche Hoxey, who has been so successful, made four false starts in attempting to rise from the monorail, while Ralph Johnstone failed in one trial. "There is a strong side wind," said Wilbur Wright.

CONTINUED ON PAGE 2, COLUMN 5.

ing small flames that caught on the roof of nearby cars.

The yards are located one-half mile south of Norwood and a mile and half south of Indianapolis, being within the city limits and far beyond the limits. No attempt was made to burn between ten and fifteen cars, burned to the trucks.

Thompson was injured early in fight to save property. In his second run on the roof of a car in which flames had been burning for some time and it finally broke through under. He jumped for the ladder and was falling to the ground.

Freeman, who is said to have been intoxicated, had been stealing a riding box car and overslept. It is thought Thompson dragged him from a box car shortly after the discovery of the fire. His face was burned and he was at first with smoke. Afterward he crawled to the top of a car to watch the flames, and

## TEN FREIGHT CARS JUMP TRACK AND CRUSH D

"Pulled" Drawbar on Vandalla 1  
Flora Causes Wreck, Which Alr  
Razes Town's Station Buildin  
LOGANSPOUT, Ind., June 18.—northbound Vandalla freight train 160 "pulled" a drawbar while through Flora this afternoon. The train was derailed, two of them crashed the station, almost completely demolishing the building. The wrecking crew the Logansport shops cleared the tracks which delayed traffic two hours.

## LINA CAVALIERI IS B

Weds Former New York Sheriff, Chanler, in Paris.

PARIS, June 18.—Robert W. of New York city, former sheriff of Dutchess County, New York, and Lina Cavalleri, the operatic singer, were married in this city today. The ceremony was performed by the mayor of the Eighth Arrondissement, Paris. Only a few witnesses were present. Mr. Chanler gave the mayor be distributed among the poor of the Arrondissement. The climax of the marriage came more suddenly than expected. The marriage was originally arranged last autumn.

## ROOSEVELT IN HIS DELIGHT

NEW YORK, June 18.—Mayor in welcoming Theodore Roosevelt said:

"Ladies and gentlemen, we are welcome Mr. Roosevelt to New York. We have watched his progress through with delight. Wherever he has been honored as a man and a champion of the principles of the government of this country. He was everywhere in Europe and honored man from this country ever was. We glory in all that, and it only for me to say now, Mr. Roosevelt, welcome you home most heartily, are glad to see you again."

Replying to Mayor Gaynor's speech Roosevelt said:

"I thank you, Mayor Gaynor, and I thank your committee, and them I wish to thank the American people for their greeting. I need hardly say I am most deeply moved by the given me. No man could receive greeting without being made to feel very proud and very humble."

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COLUMN 4.



is in the long, semi-trimmed, styles  
most critical at moderate  
\$15 and on up to \$25

20-22 W WASHINGTON ST

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and kilted style  
tory sale price

## EETS HIM TO HONORS

O POPULACE,  
LE OYSTERS,"  
GLAD HE  
K.

June 18.—Theo-  
ce more among  
l in Oyster Bay  
ck tonight on a  
ng Island. Rail-  
evelt Neighbors'  
untly, 400 mem-  
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land City was  
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is, however, did  
the towns along  
it to greet him.  
under way, Col.  
his private car  
the eight other  
h his neighbors

by the time the  
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Oyster Bay. The  
e station and the  
e former 'Presi-  
e stepped to the  
king hands with  
ed through the  
re a grand stand  
ut 3,000 persons

### Neighbors.

ool pupils were  
ors. They sang  
William J. Youngs,  
orney, delivered

as follows:  
hbor—I hope I  
I am to see you  
—My trip began  
r ago, when you  
station and this  
t through speak-  
you again at the  
nd the band.  
ne children sing  
ne children pres-  
ol that my chil-

all again, men,

## Brilliant Flight by Wright Thrills

CONCLUDED FROM PAGE ONE.

"Which the boys are not accustomed to. Also they have done a great deal of flying this week, which has been unusual for them. It seems the strain has been a little too much. Beside the running truck is at fault."

A 4:15 Brookins, in his second cloud trip of the afternoon, managed his machine like the efficient pilot he has proved himself to be. Others were unable to duplicate the performances of the Dayton youth, which caused Orville Wright to remark that "We seem Jonah today. I guess the boys have had too much of it."

### Wilbur Wright's Wit.

Just as Brookins started to land after being in the air 35 minutes, Hoxsey slid to the ground in his aeroplane. "How long?" asked a spectator, referring to the duration of Brookins's flight. Quick-witted Wilbur Wright instantly replied, "One and a half seconds," which was just about the time Hoxsey remained on the monorail.

Again the talented young Dayton aviator flew for 15:11. His motor stopped as he was preparing to alight and he was forced to abandon his craft in the north central part of the Speedway. Attempting to leave the monorail in the center of the course—it had been moved on account of the high wind—Brookins ran off to the sod. This was the first piece of bad luck the young man suffered here. Brookins then retired, leaving Orville Wright to reap the honors of the day.

### STEAMSHIP MOVEMENTS.

Sailed.	Port.
FURNESSIA .....	New York
KEONIG ALBERTA .....	New York
MINNEAPOLIS .....	New York
CELTIC .....	New York
NEW YORK .....	New York
LAPLANDER .....	New York
ROMA .....	New York
CLEVELAND .....	New York
LA SAVOIE .....	Havre
FINLAND .....	Dover
CALEDONIA .....	Moville
HIBERIAN .....	London
MESABA .....	London
LAKONIA .....	Glasgow
ADMIRAL HAMELIN .....	Genoa
LEVANHO .....	Naples
RE D'ITALIA .....	St. Michaels
FINLAND .....	Antwerp
RYNDAM .....	Rotterdam
Arrived.	Port.
CARONIA .....	Flahguard
TEUCER .....	London
LAKE MICHIGAN .....	Antwerp
CANOPIC .....	Ponta Delgada
LUISIANA .....	New York



# W WE G

THAT M

Lemon Squeezer  
Ice Picks, Ice  
Screws, Ice  
Water Cooler  
galvanized in  
Screen Door  
Lawn Mower  
Bearing.  
Ice Cream Freezer  
Glass Freezer  
Mountain, \$

Alaska Refrigerators and Ice Boxes,  
Direct Action Gas Ranges, save gas  
Duplex Fireless Cookers, boil, bake  
for this weather, for they do not heat  
Hot Point Electric Irons, guaranteed  
free trial.



Aluminum Folding Cup, y  
with you, special 10c.

Can your fruit in "Econ  
tion going on all week.

## Lilly & Stalnaker







**Sold Out**

Prices will be cut to a  
this sale early each

# Under mer

It is the best style of  
into lots.

**Value for \$4.94**

mixtures; jackets lined  
all season at \$15.00 and  
your choice at \$4.94.

**or \$7.94**

of the season, well tai-  
or satin; all good colors,  
d up to \$22.50. Your

**for \$11.94**

the season—garments  
all the new  
The choice of over 100

**\$14.94**

**\$19.24**

for show pieces, and at

## Half Price

Secure a silk dress at half  
as will do the work.

**Prices \$2.94**

**ne \$2.94**

## Prices in Light ne-Half Price

24.24. Cut these prices in  
e intend to clean the floor  
o-wear goods.

## ed in This Sale

cial prices, \$2.94, for

ake home canning a  
dozen tomorrow. Dem-  
nent.

in many different pools. Young  
ar has developed into the champion

## DEFENDS AUTOS IN REPLY TO CRITICS

Overland Company Officer Be-  
lieves Good Results of Ma-  
chines Far Outweigh Evil.

### ANSWERS CHANCELLOR DAY

Shows How Money Had Better  
Be Wasted on Cars Than on  
Other Things.

Bitter invectives against the automo-  
bile have recently come from mouths of  
prominent men, such as Chancellor James  
R. Day of Syracuse University, and Vice  
President Talbert of the National Bank  
of New York city. Both of these men  
have branded the modern motor car as a  
curse. The former says they cause young  
mechanics, clerks and business men who  
need all of their capital to mortgage their  
homes and lose their positions from the  
infatuation with this form of pleasure.  
Talbert declares the automobile causes  
needless squandering and reckless spend-  
ing on a large scale for a "fad."

Because Indianapolis has established  
world-wide fame as a city for the manu-  
facture of automobiles and for automo-  
bile sporting events as held at the local  
Speedway, such criticism strikes with pe-  
culiar force at one of the best commer-  
cial and amusement values of the Hoosier  
capital.

That there are two sides to this ques-  
tion and that the good far outweighs  
the bad, is the firm opinion of one of the  
leading automobile manufacturers of this  
city, Will H. Brown, vice president of the  
Overland Automobile Company.

Mr. Brown is a close student of public  
opinion, especially as related to the auto-  
mobile. He only smiled when asked if  
he thought the criticism of educators and  
other leading men of the nation is true.  
"Of course, there always will be some  
people who will be foolish enough to  
squander their money," he said. "If not  
on motor cars, then on horses and bug-  
gies or on private trains. Such people  
will waste money, no matter what modern  
inventions are made."

#### Auto Improves Digestion.

"Still, I believe it is better to waste  
money on automobiles than on anything  
else, and I can prove it. Since the motor  
car sprang into being I dare say two-  
thirds of these so-called fools of extrava-  
gance have had better digestion. This  
may cause a laugh, but it gets at the very  
foundation of the health of society. Look  
about our own city, for example, and you  
will find scores of country boarding  
houses that have sprung into being with  
the motor car. This means wholesome  
food after an appetizing ride in the open.  
The motor car makes people healthier.  
Instead of being cooped up in a smoky  
cave room, these reckless spenders have  
been forced into the broad, open country  
and have improved their health. This is  
only one benefit that offsets the criticism.  
If any doubt it, they can ask any phys-  
ician."

"Then, too, this demand for good food  
has helped more than one farmer re-  
move the mortgage on his place. One  
popular place near this city last year  
served more than 5,000 chicken dinners  
during the motoring season. Last Sun-  
day this same place served 100 meals.  
"At a recent banquet of automobile  
men of this city Governor Marshall paid  
tribute to the motor car by saying it is  
the best medium of the age in bettering  
the people. He said it made the business  
man get out of his office, get his mind  
off of money making, get closer to his  
family and enjoy the fresh air, and thus  
become healthier, happier and more val-  
uable to society."

"The cost of the automobile seems big-  
ger than in any other line of commer-  
cialism, because it is so new. It has sprung  
up as in the night and the people are  
still amazed. Had it not been for the  
pleasure car we would not today have



Race tra-  
grounds.  
his prod

The making and  
new mark, it mea  
The car that win  
grit that you'll a

## Nearly two hundred array of records the world s

Nearly two hundred times—more  
often than any other car in  
the world—the Buick has  
emerged victorious from con-  
tests undertaken to prove to  
you that its construction is  
equal to every emergency.

Nearly two hundred times—not  
for the trophies that it  
brought, not for the cheers  
of the crowd, but to demon-  
strate its invincibility and  
its value—the Buick has  
sought to find a foe that  
would send it to defeat.



## Half Price

Secure a silk dress at half price. These will do the work.

Sizes \$2.94  
ne \$2.94

## Apes in Light ne-Half Price

24.24. Cut these prices in  
e intend to clean the floor  
o-wear goods.

## ed in This Sale

dial prices, \$2.94, for

ake home canning a  
dozen tomorrow. Dem-  
ent.

In many different pools. Young  
r has developed into the champion  
player of the Alaskan country, and  
ptain of the Reszoni team which  
pennant this year.

## THE MODERN POLONIUS.

don't you prefect a melon with a  
so that people could carry it con-  
? "It would be a waste of time," answered  
cultural wizard. "Then they'd want  
1 wheels."—Exchange.



Overland Automobile Company.  
Mr. Brown is a close student of public  
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the best medium of the age in bettering  
the people. He said it made the business  
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off of money making, get closer to his  
family and enjoy the fresh air, and thus  
become healthier, happier and more val-  
uable to society."

"The cost of the automobile seems big-  
ger than in any other line of commer-  
cialism, because it is so new. It has sprung  
up as in the night and the people are  
still amazed. Had it not been for the  
pleasure car we would not today have  
the commercial vehicle. Last week I  
sent one of our new trucks to Toledo,  
carrying one ton of freight. It made an  
average of fifteen miles on one gallon of  
gasoline and made the average speed of  
twenty miles an hour. Then, too, light  
delivery trucks have been used for months  
by the Postoffice Department to carry  
the mail. They are able to do the work  
of three horses and three men at less  
cost. Such practical arguments as these  
can not be lightly considered."

## Says Cars Help Health.

"There are many other valuable fea-  
tures to the modern motor car that in  
my mind completely overbalance all fault  
found with them. They save money,  
make more money, bring the country  
nearer to the city, help every branch of  
business and every professional man, add  
pleasure and health to every household,  
raise the value of real estate, give thou-  
sands and thousands of men employment,  
put enormous volumes of money into cir-  
culation, keep the boys on the farm, and,  
in fact, benefit every phase of our cos-  
mopolitan society."

"As a business proposition the motor  
car has done wonders for the United  
States. When the panic held this coun-  
try in its grasp everything was checked  
except the automobile industry. It held  
up and gave thousands employment and  
kept money on the move. Men with  
money found in it an attractive and lu-  
crative means of doing business that was  
safe and sane. It literally 'saved the  
day.' It is still the same. Every big  
house that makes machinery is from six  
to nine months behind orders because of  
the demand of automobile factories. The  
far-reaching benefits of this industry to  
the business world can not be estimated  
in the millions of dollars, and better citi-  
zens are made for every city having  
motor car factories."

"In the middle West, the South and  
Southwest the motor car is the greatest  
boon to the land that modern civiliza-  
tion can produce."

"The farmer has found the medium  
priced car that has been tested and  
proved reliable and safe is his best friend.  
This self-propelled vehicle keeps the far-  
mer boy at home because he would rather  
live by his country fireside and have the  
city at his command at a few minutes'  
ride in his automobile. The city man  
can get farther from the influence of the  
central business districts and live in peace  
and quiet miles from his office by use  
of his automobile. The business man  
finds the automobile puts money in his  
pocket because of quicker, better and less  
expensive assistance than the horse-  
drawn wagon."

## AFTER WILD NIGHT RIDE REACHES SICK DAUGHTER

Canadian, in Franklin Auto, Races Miles  
to See Supposedly Dying  
Young Woman.

Hurrying through the night, sometimes  
at express train speed, and again crawling  
slowly in and out among big bowlders which  
had been washed bare of sand by the rains,  
an automobile recently made a trip from  
near Graceland, Ontario, Canada, to that  
Harry Wilson was the driver of the auto.

# Nearly two hundred array of records the world sl

Nearly two hundred times—more  
often than any other car in  
the world---the Buick has  
emerged victorious from con-  
tests undertaken to prove to  
you that its construction is  
equal to every emergency.

Nearly two hundred times---not  
for the trophies that it  
brought, not for the cheers  
of the crowd, but to demon-  
strate its invincibility and  
its value---the Buick has  
sought to find a foe that  
would send it to defeat.

Had that foe been found, yours  
would still have been the  
benefit; for defeat would sim-  
ply have spurred the Buick on  
as success has done, to build  
a better and a better Buick.

30,000 Buicks in continuous use  
every day in all parts of  
America; 40,000 more emerg-  
ing, this season from the  
largest and most wonderful  
plant in the world; Buicks  
leading in every great bus-  
iness center; Buicks outnum-  
bering all other cars in the  
farming sections; Buicks win-  
ning in every noteworthy  
track and road event in  
which they enter—

Does there remain in your mind,  
after facing all these facts,  
a shadow of doubt as to  
which car you should buy.

The Buick wins—'because of the  
way the Buick is built.'

The Buick outsells in the cities—  
'because of the way the  
Buick is built.'

The Buick is first in farming com-  
munities—'because of the  
way the Buick is built.'

The Buick is best of all cars for

## Dist. Ca

10 Buick  
12 Buick  
20 Buick  
30 Buick  
40 Buick  
50 Buick  
60 Buick  
70 Buick  
75 Buick  
80 Buick  
90 Buick  
100 Buick  
110 Buick  
120 Buick  
130 Buick  
140 Buick  
150 Buick  
160 Buick  
170 Buick  
180 Buick  
190 Buick  
200 Buick  
230 Buick  
240 Buick  
250 Buick

## Dist. Car

5 Buick  
10 Buick  
20 Buick  
25 Buick  
75 Buick

## Dist. Car

50 Buick  
60 Buick  
70 Buick  
90 Buick

## Dist. Car