

WRIGHT FIRST TO FLY AROUND COURSE

Famous Dayton Inventor Takes
Machine for Preliminary
Spin at Speedway.

NEW FEATURES ON BIG CARD

Aeroplanes Will Be Tried in Competition for the First Time—Weather Important Factor.

TODAY'S PROGRAM.

1. Brookins, exhibition 5 laps.
 2. Welsh, exhibition 5 laps.
 3. Brookins and Coffyn, 5 laps.
 4. Welsh and Johnstone, 5 laps.
 5. Welsh vs. Brookins—pursuit race, 5 to 10 laps.
 6. Johnstone and Welsh vs. Coffyn and Brookins, pursuit race, 5 to 10 laps.
 7. Altitude to establish a speedway record, now 1,500 feet, held by Brookins.
 8. Match race, entries to be announced, between two or more machines.
- Additional events to be announced.

INDIANAPOLIS MOTOR SPEEDWAY.
June 12.—Aviation week at the Indianapolis motor speedway was begun shortly before noon today when an aeroplane under the guiding hand of Orville Wright, of Dayton, O., made two complete circuits of the great speed course.

The machine left the moriorall at the entrance of the aerodrome and glided gradually into the air without any preliminary maneuvering. It arose to an altitude of seventy-five feet and then flew in a northerly direction until it reached the far edge of the course, the aviator bringing it around the same semi-circle in the air that marks the turn in the speedway.

Wright then increased the height of his machine to perhaps 125 feet and at this altitude made two laps of the course. After completing the last lap the aviator showed his complete mastery over the aircraft by flying to a point over the center of the course and performing two complete circles in the air.

Has Complete Control.

He then drifted to the north turn, brought his machine around when not more than five feet above the ground and headed again toward the south. The aeroplane was lowered at times until it almost touched the ground. It came skimming over the grass and came

First Aviator to Make New
York-Philadelphia Flight



CHARLES K. HAMILTON.

MANY LIVES LOST IN MONTREAL FIRE

Believed that Thirty-five People Met Death in the
Herald Building.

BINDERY GIRLS ARE VICTIMS

Linotype Operators Also Buried Under Machinery and Wreckage—
Flames Drive Rescuers Back.

MONTREAL, June 13.—The Herald building was destroyed by fire today and it was believed this afternoon that thirty-five people lost their lives in the fire. Many are said to have been carried to death by a water tank which crashed through the building when the fire started.

Bindery girls and linotype men fell through the huge gap in the floors of the building and were quickly buried under machinery and timbers.

HAMILTON FLIES TO PHILADELPHIA

Young Aviator Keeps His
Promise to Make Aeroplane
Trip from New York.

STARTS ON RETURN JOURNEY

Forced to Land on Account of Bad
Motors—Fast Train on Pennsylvania Follows Airship.

Charles K. Hamilton, the American aviator, today accomplished the daring task of flying from New York City (Governor's Island), to Philadelphia, a distance of eighty-six miles in 113 minutes.

He started on the return flight from Philadelphia to New York City at 11:30 a. m., but was forced to land on the south shore of the Haritan river, two miles from Perth Amboy, N. J.

The flight was made under the auspices of the New York Times and the Philadelphia Ledger.

The total round trip distance in the longest city to city flight ever made by an aviator, exceeding the record flights of Curtiss and Paulha. Hamilton's flight was spectacular from start to finish. He started from Governor's Island, New York, at 7:35 a. m., passed over Metuchen, N. J., at 8:00; New Brunswick, N. J., at 8:10; Monmouth Junction at 8:20; Princeton Junction at 8:35; Trenton, N. J., at 8:50; Cornwells, Pa., at 9:11, landing at Philadelphia at 9:28 a. m.

The speed of the flight from New York to Philadelphia was at an average, per mile, of one minute, nineteen seconds, or about forty-six miles an hour.

A feature of the wonderful achievement of the young aviator was the ease with which he picked up and followed a special train on the Pennsylvania railroad, traveling with almost lightning speed, from New York to Philadelphia.

He was followed by a special train on his return trip.

Hamilton landed because his motor was working badly, largely, he thought, because he omitted cleaning the spark plugs during his stop in Philadelphia. A Perth Amboy garage furnished him with new plugs and he immediately began preparations to renew his flight.

The place where Hamilton landed on his return trip is about ten miles from Governor's Island, his original starting

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Has Complete Control.

He then drifted to the north turn, brought his machine around when not more than five feet above the ground and headed again toward the south. The aeroplane was lowered at times until it almost touched the ground. It fairly skimmed over the grass and came down with the precision of a bird at the exact spot from which it started.

The machine used by Wright was the last one of five to arrive in Indianapolis. It was assembled and made ready for its first trial in the air this morning. The flight was preliminary to the regular program of events.

Wright Direct Work.

The presence of Orville and Wilbur Wright at the speedway adds strength to the statement that all aeroplanes records are to be attempted during the Indianapolis meet. Both were on the ground early this morning directing the movements of their aviators as well as the work of assembling the aeroplanes and preparing them for flights.

Such flights as those of Hamilton and Curtiss in the east recently have served to rob the Wright brothers of some of their glory and the general impression about the speedway is that feats will be achieved this week that never before have been performed with an aeroplane.

Lincoln Beachey, the Toledo monoplaneist, is at work erecting his one-winged flyer in a tent east of the aerodrome. Beachey's apparatus arrived at the speedway early this morning, and he, with two mechanics, immediately went to work to set it up. The delay in arriving here from Toledo was caused by his failure to find an express car large enough to carry the body of his plane until Saturday.

Delayed by Shipping.

To get the use of the car he found he had to ship his machine to Cleveland from Toledo, then detour it by way of Springfield, a railroad problem that Beachey hopes ultimately to eliminate from his business. He expects to do all his traveling by air soon, and will not worry about steel routes and express right-of-ways. Beachey hopes to have his monoplane in the air by Wednesday. He has been working steadily on his machine for five weeks, yesterday being his first Sunday off in that time, and even then he was worrying about the devious express route his machine was compelled to take to get to Indianapolis.

Beachey's monoplane is constructed of spruce, with a covering of heavy balloon silk. His engine is of his own construction. He expects to do some record stunts for monoplane while here. Beachey is a little fellow of big energy, and works with alertness.

The speedway today presented a far different scene from those which marked the beginning of the automobile meetings. At 1:30 o'clock, one-half hour prior to the time scheduled for the start of the program, only a handful of spectators were in the stands. Less than five hundred people were in the main grand stand, while the big bleachers were comparatively empty. The speedway management, however, does not look for big crowds today, but by the middle of the week it is expected that the attendance each day will almost equal that of the recent auto meet.

A feature in this connection and something never presented before in Indianapolis or elsewhere was to be a parade of aeroplanes about the brick track. According to the list of events mapped out by E. A. Morris, director of contests, last night, Walter Brookins, of the Wright team, was to be the first to appear on the card. In a trial for altitude late Saturday afternoon Brookins ascended to 1,000 feet in the air. He was scheduled to make five laps around the one-and-one-half-mile course on the inside of the track.

Aeroplanes have been subjected to all manner of tests, such as distance, duration and high flights, but the events this afternoon were to mark their first appearances in actual competition. Following Brookins others of the Wright team, A. L. Welsh and E. P. Coffey and Brookins and Ralph Johnson were to attempt

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Bindery girls and linotype men fell through the huge gap in the floors of the building and were quickly buried under machinery and timbers.

The crowds gathered outside the burning building could plainly hear the cries of the dying inside, while the flames were slowly traveling toward them, but practically nothing could be done to save them.

All the members of the editorial department escaped uninjured, the dead and dying being mostly confined to the employees of the bindery and composing room.

The flames were first confined to the upper floors of the building, but although all the available fire apparatus turned out it was impossible to confine the fire, which was fanned by a strong wind.

Inspector McMahon, of the police force, called on those around him to organize a rescue party, but a tremendous wall of flame suddenly rising from the basement made it impossible to enter the building.

Cut Building in Two.

The big water tank which crashed to the bottom was constructed over the middle of the building, and apparently was not sufficiently braced. The tank fell through the bindery and job department to the editorial offices on the first floor. Most of the casualties were among the bindery girls and printers. The fire broke out immediately afterward, and the firemen were unable to get into that part of the building where the bodies were.

William Taylor, foreman of the composing room, said he believed that fifty were killed. He suffered painful injuries. He said the collapsing water tank practically cut the building in two.

COLONEL ATTENDS CATHOLIC SERVICES FOR EMIGRANTS

Addresses 1,200 Russians and Galician Poles Aboard Ship on Duties of Citizenship.

ON BOARD KAISERIN AUGUSTE VICTORIA, June 12.—(Via Wireless to Crookhaven, Ireland, June 13.)—Colonel Roosevelt was the chief figure in a noteworthy scene in the steerage this afternoon, when he attended a Catholic service held for 1,200 emigrants, Russians and Galician Poles. The emigrants surrounded an altar draped with the American flag, chanted a litany and then Mr. Roosevelt spoke briefly, the priest interpreting.

Mr. Roosevelt welcomed his hearers to America and gave them some good advice on the necessity of avoiding association with strangers upon landing. He exhorted them to be mindful of duties of citizenship and to protect the rights of women. At the end of his remarks the emigrants crowded about him, trying to kiss his hands.

Later, at a service in the second cabin at which a German priest officiated, Mr. Roosevelt spoke in similar vein to a gathering of Germans, who cheered his remarks.

The former president, accompanied by the steamer's captain, inspected the third cabin passengers and complimented the captain on their comfort and condition. He said it was to be hoped that the steerage might eventually be quite eliminated and its place be taken by third-class cabins.

This morning Mr. Roosevelt attended a Protestant service in the saloon. Monday he will address the crew and stokers and Tuesday, with French, German and Polish priests and Protestant clergy, he will give

speed, and New York to Philadelphia. He was followed by a special train on his return trip.

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The place where Hamilton landed on his return trip is about ten miles from Governors Island, his original starting point.

PHILADELPHIA, June 12.—Charles K. Hamilton, the aviator, landed in this city at 9:28 a. m., after covering the eighty-six miles from New York in an aeroplane in 113 minutes.

As Hamilton reached the field he circled about several times, rose to about two hundred feet and then shot easily to earth. A tremendous crowd cheered him.

The young aviator carried letters from Governor Hughes and Mayor Gaynor to Governor Stuart and Mayor Reyburn in Philadelphia, and a special message from the New York Times to the Philadelphia Public Ledger. The flight was undertaken under the auspices of the Times and the Ledger. The two papers contributed a purse, which was to vary in value according to what Hamilton was able to achieve.

According to his program Hamilton flew from Governor's Island to South Elizabeth, N. J., where the train was awaiting his appearance. From that point, town after town along the line reported the amazing fact that the train had passed "with Hamilton flying directly over it."

Occasionally, with the probable desire to give variety to his journey, he diverged a little. At Princeton, for instance, he went up near the old college town so that the students and graduates gathered there for commencement week might have a chance to see him.

Big Crowd Waiting.

At the aviation field, four miles north-east from the center of the city as the crow flies, a tremendous crowd awaited the arrival of the daring airman.

An almost ideal landing cushion composed of tall grass growing out of soft ground had been selected. The field lies to the north of the Pennsylvania tracks near North Pennsylvania Junction, and it was surrounded by five hundred policemen to keep back the crowd. All the mills in the neighborhood were shut down and that section of the city took a holiday.

The crowd began gathering at 6 a. m. and waited for news of Hamilton's start. Finally the signal flags erected on a tall pole told of Hamilton's leaving Governor's Island and other signals arranged by the New York Times and the Philadelphia Public Ledger, under whose auspices Hamilton made the journey, kept the crowd informed of the aviator's progress.

Hamilton in Sight.

It was a misty morning and the range of vision did not extend very far, but the crowd patiently waited. Then a report came that Hamilton had crossed into Pennsylvania and it did not seem long before a shout went up from the eastern edge of the crowd that Hamilton was in sight. Sure enough there he was high in the air directly over the special train. A moment later he was in plain view of all and then a tremendous cheer went up. Flying steadily and true Hamilton rapidly approached, and when he was within a few yards of the field he swerved rapidly to the right and crossed the field.

The daring aviator circled the field several times and then swooped down like a seagull after a fish.

He landed easily and before he could get out of his machine the crowd broke through the police lines and rushed at Hamilton. The aviator was, however, quickly surrounded by a cordon of police.

Asks for a Cigarette.

The first thing he asked for when he stepped out was a cigarette. He was as cool as if he had just alighted from an automobile ride.

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Interest in Pursuit Race.

The real pursuit race of the day was scheduled in the sixth event, when Johnstone and Welsh were to oppose Coffyn and Brookins. The race was to be from five to ten laps, and was expected to prove extremely exciting and interesting. At the conclusion of the pursuit race an effort was to be made to establish a speedway record for altitude. Two or more match races, the entries in which were to be announced at the start of the program, were also scheduled for this afternoon.

While it is not expected that either Wilbur or Orville Wright will take part in the flights this week, they will be on the ground and much of the work will be under their personal direction. Wilbur Wright reached the city Saturday afternoon, while Orville came in from Dayton yesterday. Both look upon the speedway meet as the most important event of its kind ever attempted. Both are confident that it will be a big success. Other of the inventors' family, including Miss Katherine Wright, a sister, and Bishop Wright,

Continued on Page Four.

not suddenly braced. The tank fell through the bindery and job department to the editorial offices on the first floor. Most of the casualties were among the bindery girls and printers. The fire broke out immediately afterward, and the firemen were unable to get into that part of the building where the bodies were. William Taylor, foreman of the composing room, said he believed that fifty were killed. He suffered painful injuries. He said the collapsing water tank practically cut the building in two.

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The weather has been perfect ever since the Kaiserin Auguste Victoria left port.

Salute for Roosevelt.

WASHINGTON, June 13.—By direction of President Taft, Secretary Meyer has given orders for the new battleship South Carolina to anchor in Ambrose channel at the entrance of New York harbor, when Colonel Roosevelt arrives there next Saturday, and greet him with the national salute of twenty-one guns. Five torpedo boat destroyers will also line up with the South Carolina, and this naval force will escort the ex-President up the bay as far as quarantine. Secretaries Meyer and Wilson, the only members of the present cabinet who were also part of President Roosevelt's official family, will board the Dolphin in New York and proceed down the bay to welcome Mr. Roosevelt and form part of his escort to the city.

St. Louis Surgeon Fatally Wounded.

ST. LOUIS, June 12.—Dr. John M. Grant, a well-known surgeon, was shot and fatally wounded in his home shortly before noon today by an unidentified man who made his escape. The physician's assailant drove to the Grant home in an open buggy, entered the physician's office and fired two shots, both taking effect.

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Asks for a Cigarette.

The first thing he asked for when he stepped out was a cigarette. He was as cool as if he had just alighted from an automobile ride.

Governor Stuart was on the field to welcome Hamilton. To the Governor he said that it was the best trip he had ever made. "I had the machine in perfect control all the way and could have stayed up indefinitely if I had desired. I circled the field three times to show the crowd that I was able to keep up longer. The only drawback to the journey was the dampness and the chill. Most of the trip was misty and at times I could not see the train and seldom saw the people at the stations."

For a long time after he alighted Hamilton could pay no attention to his biplane, so enthusiastic was the reception he received. The police had all they could do to keep the crowd from crushing his machine. Finally he was able to turn his attention to it and then he announced, after an inspection, that he would attempt to return to New York within an hour, weather conditions being, in his opinion, ideal for flying. He started on his return trip at 11:30 a. m.

EARLY MORNING GET-AWAY.

Crowds Saw Hamilton Disappear in the Fog at 7:40 o'clock.

NEW YORK, June 13.—Charles K. Hamilton started from Governor's Island at 7:25 o'clock this morning in his aeroplane.

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Wright Brothers, Orville Wright, Wilbur Wright,
Walter Brookins, Mel Marquette, Gerge Bumbaugh

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Things Questioned.

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and welfare of the taxpayer.

the mishap to the moment when the machine was again ready for a flight to Philadelphia and return.

WRIGHT FIRST TO FLY AROUND COURSE

Continued from Page One.

father of the birdmen, are also expected in the city during the week to witness the flights.

The speedway management was greatly encouraged this morning over the outlook for a successful week. Much of the success of the flights depend upon the weather. The Wrights maintain that they will fly even in the face of strong winds, but in case it becomes necessary to postpone the events from one day to another on this account, wind checks will be issued which will be accepted at the gate for the events of the following day. Rain checks will also be issued.

Machines Put in Order.

No attempt was made in the way of trial flights at the speedway yesterday. Instead mechanics and their helpers put in a busy day assembling and testing the mechanism of the three machines that were unloaded and placed in the big aerodrome Saturday night. Lincoln Beachey's monoplane, the only one that will compete during the meet, arrived in the city from Toledo yesterday, and was set up in the aerodrome yesterday. It was announced Beachey would be ready to fly today. The monoplane when in the air has the appearance and movements of a huge bird. It is more graceful in its movements than the biplane.

All starts and preliminary maneuvering this afternoon were to be from the course in front of the main grand stand. The Wright machines are different from other types of the biplane in that they are not equipped with wheels by which they may run on the ground. Instead the mono-rail system is used, the machines going into the air after running in a groove along the single rail for a given distance.

The speedway management will take the same precautions against accidents during the aviation meet as in the recent automobile meet. Captain Carpenter and his company of national guards will patrol the course. Guardsmen will be stationed on the road on the

the suit was brought. organization was fire inspection by the union, while the maintenance ately after the was brought against companies, with Mr. defendants, a term having been issued. ants, it was shown Mr. McMurray to consult with Mr. office of the ge union, and with in insurance law. number of the belonging to the

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The reading of Sellers, of the Indianapolis was completed. Attorney-General Sellers's testimony also sought to show behalf of the union making by means cities and towns dianapolis, where authority in rate

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BRIEF NOTES OF

Plano pupils of M a recital tomorrow her home. These Stout, Margaret La

ers, although both were a principal at \$4 a day. 1908, the advisory board ance of cash on hand in ds as being \$4,194.09, when bank in which the funds showed only \$107.28 of and. On January 4, 1909, ard certified to balances n the actual balance in 12.97. se things the advisory y censured by the exam- ing on conditions in the al the examiners charge s of the trustee's office n a loose, careless, un- ner, without any regard l welfare of the taxpay- him does not seem to consideration at his of Deal.

County Discrepancies. sady and Scott E. Rat- iners, report that they e of \$1,472.43 in the ac- Garriott, trustee of Jen- Scott county, on Janu- that all of the shortage good since that date. ott knew he was short, ot think the amount was s investigation the Scott omes in for severe criti- depository for the town- the records show that Garriott personally were nk out of the township shown that the township certified balances on ss of the real balances. is, trustee of Jennings county, from 1905 to 1908, with flagrant violations of ministration of the office standard of good govern- iners say in their report. the report that Williams and issued vouchers twice ue a voucher for the purchase at the time the d later would include the another voucher in con- ther purchase. There are hich were issued in the es M. Keith, and which ever signed. One voucher ad been raised to \$7.75. ld the members of the ry board \$55. The total hich Williams is charge- the examiners at \$536.59. derson, trustee of Rich- is charged with having legal damage claims. say that John D. Ken- Anderson township, Rush

has the appearance and movements of a huge bird. It is more graceful in its movements than the biplane.

All starts and preliminary maneuvering this afternoon were to be from the course in front of the main grand stand. The Wright machines are different from other types of the biplane in that they are not equipped with wheels by which they may run on the ground. Instead the mono-rail system is used, the machines going into the air after running in a groove along the single rail for a given distance. The speedway management will take the same precautions against accidents during the aviation meet as in the recent automobile meet. Captain Carpenter and his company of national guards will again patrol the course. Guardsmen will also be stationed on the road on the outside of the course in order to prevent a congestion of traffic such as marked the balloon races last year. Captain Carpenter also had charge of marking the aviation course. This is designated by American flags.

System of Signals.

With the introduction of the new sport it was necessary for the speedway man- agement to devise some satisfactory sys- tem of signals by which the spectators, scattered over various portions of the course, would be able to understand the movements of the machines, and also be able to keep in touch of the progress of the various events. A signal code, ar- ranged by E. A. Moross, was ready to be put in operation this afternoon. The sys- tem is seemingly intricate at first glance, but it may be easily understood with comparatively little study.

Among the more important signals are the white triangular flag, which means "will fly"; the black triangular flag, meaning "will not fly," and the triangular white flag with a heavy black stripe through the middle running the long way, means that "flights are possible later." The spectators are thus able to tell whether or not the aeroplanes will be seen in action. The signal code is printed in each program.

The Big Four railway will again handle the crowds. A twenty-minute service has been arranged from the union station.

Comes Back Without the Cup.

ST. LOUIS, June 13.—John Berry, who started Saturday in a balloon as a con- testant for the Lahm cup, returned today. Saturday night he landed at Mayestown, Ill. He made a second ascension yester- day, but adverse wind currents caused him to descend in Missouri.

SPEND DAY IN PARK.

behalf of the unde making by mean cities and towns I dianapolis, where authority in rate

INDIANAP

BRIEF NOTES OF

Plano pupils of M a recital tomorrow her home. These Stout, Margaret Lan- ney Stout, Lotta Dorothy Krause, F gery Ranger, Ruth Ivy Leaf auxiliary noon with Mrs. Lei hostess will be assist Rinkir.

Joseph R. Gordon tendents of the Sol- County W. C. T. U. tainment Friday e G. A. R. Hall in F

The Frances E. be entertained tom at the home of Mrs. tou boulevard.

Division No. 8, e will give a ple so the home of Mrs. East Eleventh stre Harmony home- American Yeoman, ice at Pierson's h

COOPER'S ADVEI

P. Carter Cooper poser of Franklin come known—or r composition to be polls. Hence he wr the latter to join P. Carter Cooper a submit in strict c young women—who who plays "new steps or rag," and young woman woul Cooper's composi- her she would tell it. The mayor's believe such a goo to one young wom public.

SUES FOR \$46,260

James A. Everitt American Society o has brought suit in organization for the alleges the society money advanced b of the paper Up To bers of the society services. The same amount was brough