

## WEATHER MAN AGAIN HELPS AIR WIZARDS

Showers Before Noon Followed by Clearing Atmosphere and Sunshine.

### SIX EVENTS ARE ON PROGRAM

Ideal Conditions Today Promise Better Flights and New Set of Records at Speedway.

#### TODAY'S PROGRAM.

Exhibition by Johnstone in Wright biplane, five laps.

Exhibition by La Chappelle in Wright biplane, five laps.

Quick start by Brookins and Welsh in Wright biplanes. (Two machines.) Short circle flight for record.

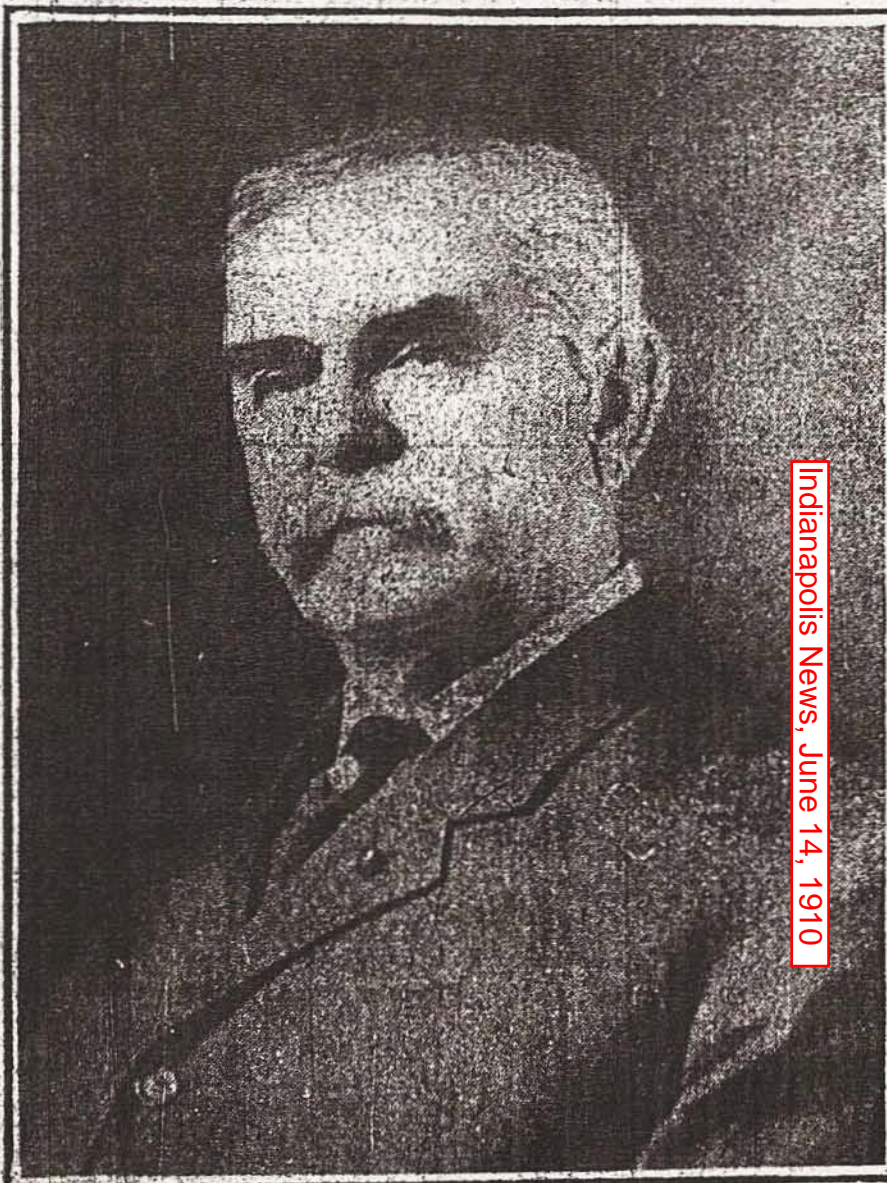
Pursuit race, Brookins, Welsh and La Chappelle in Wright biplanes.

Match race, Brookins and Welsh.

Record trial for altitude to break world's record of 4,304 feet, made by Brookins in Wright biplane yesterday.

**INDIANAPOLIS MOTOR SPEEDWAY.**  
June 12.—Thunder showers that came shortly before noon for a time threatened to cause a postponement of the second day's aviation races here this afternoon, but with the clearing of the atmosphere and the return of sunlight it was decided

## OLD AND ACTIVE CITIZEN DEAD



THOMAS MADDEN.

## WOMAN IN YARD HIT BY LIGHTNING

Mrs. George Eberhardt Instantly Killed at Her Home, 1107 St. Paul Street.

### ANOTHER WOMAN IN

Lightning Strikes Car and Mr. Knight, Becoming Frightened, Jumps Into Street.

During the electrical storm before noon today a bolt of lightning took the life of Mrs. George Eberhardt, six years old and the mother of three children, at her home, 1107 St. Paul Street. The lightning in another part of the city so badly frightened another woman she sprang from a street car and was badly hurt.

Mrs. Eberhardt saw the approach of the storm and she went into her rear house her small chickens, while the others were running about the lot. She hid safely in a shed and was standing near the door of the shed when the bolt struck her. She was instantly killed. The lightning also struck a car on several of Mrs. Eberhardt's neighbors were outside at the time.

The screaming of the children attracted the accident, attracted attention and persons went to the home of Mrs. Eberhardt. As it was possible Dr. J. W. MacCamy, who lives on Prospect street, whose home is a few blocks from the Eberhardt home, hurried to the place. An examination

Indianapolis News, June 14, 1910

PART THOMAS MADDEN | ELEVATOR SHOOTS DOWN



**INDIANAPOLIS MOTOR SPEEDWAY.**  
June 12.—Thunder showers that came shortly before noon for a time threatened to cause a postponement of the second day's aviation races here this afternoon, but with the clearance of the atmosphere and the return of sunlight it was decided to carry out the scheduled program as far as possible.

The sensational flight made by Walter S. Brookins, of the Wright team, when he broke the world's record for altitude, reaching a height of more than four thousand feet yesterday, attracted a larger crowd of spectators than witnessed the feat that surpassed the records established by Paulhan earlier in the year, at Los Angeles.

The program was scheduled to begin at 1 o'clock, but slight delay was occasioned by the weather, and it was not until 2:30 that the first attempts at exhibition trials were made by Johnstone in a Wright biplane. Johnstone was to endeavor to make five laps of the mile-and-a-half track.

Wilbur Wright, who was in the large aerodrome superintending the work of preparing the flying machines, would make no prophecy early in the afternoon other than that conditions seemed good for some successful flights.

"I have had so many experiences with the weather," he said, "that I would rather wait until the day is over before I do any talking." He said, however, that the light wind that was blowing did not seem to offer any difficulties.

**Win Stamp of Approval.**  
Indianapolis witnessed the first public attempt made to start in this country, and the initial performance received the stamp of genuine approval. Various members of the corps of aviators employed by the Wright brothers, of Dayton, Ohio, have been styled the kings of the air, and a series of exhibition flights at the Indianapolis motor speedway, the program being the first of the six-day national aviation meeting.

The huge war birds circled the aviation course time after time, and there was not a sign of an accident. The calm confidence of the pilots spread to the spectators, and the flights were taken as a mat-

THOMAS MADDEN.

## CAPT. THOMAS MADDEN SUCCUMBS TO ILLNESS

LONG ACTIVE IN CITY'S INDUSTRIAL AND POLITICAL LIFE.

### A MAN OF MANY FRIENDS

Captain Thomas Madden died at 8 a. m. today at his home, 1333 North Illinois street. The cause of death was hardening of the arteries. His wife died seven years ago and he is survived by a son and two daughters, John J. Madden, Mrs. C. A. O'Connor and Mrs. E. J. O'Reilly, and a son-in-law, William J. Griffin, whose wife, Mary Madden, died two years ago. He is also survived by a brother, John Madden, of Lone Rock, Ore., and a sister, Mrs. Kate Morrissey, of Chicago. He was a member of 88. Peter and Paul cathedral and of the military order of the Loyal Legion. He served as a member of the city council in the early eighties and was president of the board of public safety under the administration of Mayor Holtzman.

#### Sketch of His Life.

Captain Madden was born May 1, 1855, one of a large family, at the little village of Duniny, County Galway, Ireland. He was always a ready and interesting talker, his mind well stored with anecdotes of a busy life, a thorough Irishman in his genial temperament and in his appreciation of the brighter side of things. Some time ago he gave to the writer in an offhand conversation a sketch of his life. "You've heard of County Galway," said the genial captain, "a county

## ELEVATOR SHOOTS DOWN INTO THE BASEMENT

FIVE PERSONS INJURED IN CLAYPOOL BUILDING.

### NONE IS SERIOUSLY HURT

A falling elevator car that went down with lightninglike rapidity from the third floor to the basement of the Claypool building, at the northeast corner of Washington and Illinois streets, about noon today, injured five persons. They were Dr. H. A. Koss, a dentist with offices in the building; Miss Leonie Scott and Miss Leo Rose, who live in the Plaza hotel; Charles Hendricks, 1410 Barth avenue, and Cornelius Wilson, the colored operator of the car, who lives at 722 North West street. None of them is thought to be seriously hurt.

Hendricks, who is a boy about seventeen years old, received the worst injuries. He was unconscious for a short time, and was sent to the city hospital. His ankles were badly jammed and he was badly bruised. Miss Rose suffered injuries to the ankles as did Miss Scott. Dr. Koss escaped with a cut on the wrist and bruised legs and ankles.

The operator of the car was seated on a stool, and when the car crashed to the bottom of the shaft the stool prevented injuries to his ankles. He was only slightly bruised. The young women were taken to their rooms in the police emergency automobile, which went to the place in the charge of Captain Holtz.

Causes Great Excitement.

were outside at the time. The screaming of the frightened persons attending the accident, the presence of Mrs. Eberhart, possibly Dr. J. W. Prospect street, whose blocks from the Eberhart to the place. A body by the physician struck the woman, singeing her hair and the body was carried. Coroner Blackwell was Dr. MacCammon as the woman did not burn to the ground. He said about the place where the lightning was evident the bolt body and into the ground was done to the building.

#### Jumps From

It was in Massachusetts, Michigan, that another caused a woman to be Mrs. Mary Knight, 321 she was riding down avenue car when the car. There was a blow fuse in the motor burned out. Otherwise damage to the car.

plished the brake and stop as quickly as he Mrs. Knight, however, frightened. She was off the car and when she sprang to her feet, before any one could from the moving car over on the pavement. the car followed Mr. got off feet foremost, stopped and she was Knight was injured. she was badly bruised men Tom and Schlan the place, called the lance and the injury to the city hospital. afternoon was imprudently at the institution she will recover during a blind Lightning struck a avenue, between Ohio streets, and pedestrian it was hit. Nothing touched.

MAKES GRAFT



I am only talking. I am said, however, that the light wind that was blowing did not seem to offer any difficulties.

### Win Stamp of Approval.

Indianapolis witnessed the first public airship flight held in this city yesterday, and the initial performance received the stamp of genuine approval. Various members of the corps of aviators employed by the Wright brothers, of Dayton, who have been styled the kings of the air, gave a series of exhibition flights at the Indianapolis motor speedway, the program being the first of the six-day national aviation meeting.

The huge man-birds circled the aviation course three after time, and there was not a sign of an accident. The calm confidence of the pilots spread to the spectators, and the flights were taken as a matter of course, notwithstanding that they were perfect demonstrations of the most modern method of locomotion at which the entire world, both scientific and lay, is marvelling. The spectators who saw Walter S. Brookins break the world's record for altitude and remain in the air thirty minutes will believe any flight possible. Brookins said he could have remained in the air an indefinite time, and when he alighted he predicted that he would go still higher before the week is up.

### Brookins in Wonderful Feat.

After a series of successful short flights and maneuvers in which five of the Wright aviators took part, the climax of the afternoon was reached in the final number on the program. Spectators who marveled at what to them appeared to be a wonderful performance are still talking today of the achievement of Walter S. Brookins. Age twenty-one years, of Dayton, O., a graduate of the Wright school of instruction, who in a Wright biplane, ascended to an altitude higher than any ever before attained by man in an airplane. Another name is made in the aviation hall of fame, and the name of Brookins goes down alongside of those of Paulhan, Beriot, Rollis, Wright, Curtiss and Hamilton.

Brookins ascended to a height of 4,300 feet, according to the estimates made, and his time in the air was 30 minutes and 28 seconds. This is a new world's record, the highest previous flight having been made by Louis Paulhan, the Frenchman, during his recent visit to this country at Los Angeles. Paulhan established a high altitude mark of 4,100 feet and his time in the air was 30 minutes.

In another attempt, Brookins had as-

cended and of the military order of the Loyal Legion. He served as a member of the city council in the early eighties and was president of the board of public safety under the administration of Mayor Holtzman.

### Sketch of His Life.

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### Employed on a Farm.

"My first employment was on a farm near Norwalk, Conn. He was an all-round Yankee, that farmer man. He set me at work hoeing corn. He plowed the corn with a yoke of oxen. He pointed out to me the difference between corn and weeds and grasses, and it was Tommy Madden, avick, was the man with the hoe.

"But he failed to tell me that the pumpkins that garnished the field were not weeds and I hoed out every one

Continued on Page Fifteen.

## WEATHER INDICATIONS.

(See Weather Map on Page 2.)

UNITED STATES WEATHER BUREAU.

Indianapolis, Ind., June 14, 1910.

—Temperature—

June 14, 1909.

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The operator of the car was seated on a stool, and when the car crashed to the bottom of the shaft the stool prevented injuries to his ankles. He was only slightly bruised. The young women were taken to their rooms in the police emergency automobile, which went to the place in the charge of Captain Holtz.

### Causes Great Excitement.

There was the wildest kind of excitement about the building for some time, as it was thought several persons had been killed. Wilson said he had just closed the elevator door at the third floor, where Koss stepped in, when he heard something snap. Instantly the car shot downward and he realized that something had broken. Wilson said he threw on the emergency clutch, but it failed to work and the car shot down like a rocket into the basement. The other occupants of the car realized the danger, and several of them shouted, "Stop it, stop it!" Wilson said he was powerless to do anything.

The falling car almost took the breath away from the occupants because of its speed, and when it crashed against the basement floor the occupants were thrown in a heap on the floor. The speed was so great that the car rebounded several feet and then settled to the bottom again. Adjoining the elevator shaft in the basement is a barber shop, and the barbers ran to the assistance of the injured persons. There were shouts and screams as the barbers and others forced their way into the car and lifted out the girls. Wilson and Koss were able to care for themselves, but Hendricks lay in a stupor until revived some time later.

### Ankles May Be Broken.

One of Miss Rose's ankles was so badly injured that there was fear the bones were broken. She suffered intensely and it was some time before the injured member was bound up. Miss Scott was suffering intensely from a nervous shock following the accident, and she was greatly agitated because of a fear that her

over on the pavement. The car followed Mrs. Knight off feet fore most. It stopped and she was injured. Knight was injured and she was badly bruised near Todd and Schlang the place called the lance and the injured to the city hospital. In afternoon was improve cians at the institution. ion she will recover. curred during a blinding. Lightning struck a avenue, between Ohio streets, and pedestrians it was hit. Nothing near touched.

## MAKES GRAFT IN RAIL

RANDELL ACCUSED  
CIARY COMM

## ASKS CENSORSHIP

WASHINGTON, June 14.—The judiciary committee accused today of having employment and gifts of "value" from the railroad they were rendered in judgment in regard to before them.

Representative Rand made the charge, asking for the return of gifts or passes returned before the hearing.

Representative Rand made specific. He said that Representative Parker, of New York, and other members of the judiciary were receiving great and pecuniary value to the extent of dis-



Victory hall of fame, and the name of Brookins goes down alongside of those of Paulhan, Bleriot, Hols, Wright, Curtiss and Hamilton.

Brookins ascended to a height of 4,344 feet, according to the estimates made, and his time in the air was 30 minutes and 25 seconds. This is a new world's record, the highest previous flight having been made by Louis Paulhan, the Frenchman, during his recent visit to his country, at Los Angeles. Paulhan established a high altitude mark of 4,185 feet and his time in the air was 40 minutes.

In an earlier attempt, Brookins had ascended 2,000 feet, thereby establishing three records in the novice class. This was the highest flight ever made in an American-constructed aeroplane, and of course was the loftiest in the history of the local course. Encouraged by the success of this flight, Brookins, half an hour later, started after the world's record.

### Machine Travels Fast.

The young aviator sailed into the air at a remarkable rate. His machine carried a Richard recording anemometer, a device to note altitude, while measurements were made on the ground by A. J. Lambert, president of the St. Louis Aero Club, and official representative of the Aero Club of America, and Orville Wright of the Wright brothers. An almost perfect calm had settled about the earth and conditions for flying were ideal. Brookins had been in the air little more than a minute when it was estimated that he had made 300 feet. After ten minutes in the air the steady hum of the motor grew faint and the aeroplane appeared like a great cross on the eastern sky. It was known that another chapter in aviation history was in the making. The altitude was again taken and it was shown to be 1,375 feet. At this time Brookins had headed his machine southward, still soaring upward against a clear sky. He sailed far south and east of the course, and completing a great circle, came back over the speedometer at a height estimated at three thousand feet. He had been in the air seven minutes and fifty seconds, and the little factors when he reached a point directly over their heads recorded 1,775 feet.

Wright and Orville Wright, who addressed the gathering as Will and Orv, were as enthusiastic over the performance at this time as two boys firing their first kites. They estimated that the machine was flying forty miles an hour, and he, as well as others on the ground who were experienced in the art of aviation, was certain that it was going higher.

Pilot Back on Canvas.

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Indianapolis, Ind., June 14, 1910.

—Temperature—

June 14, 1909.	June 14, 1910.
7 a. m. .... 67	7 a. m. .... 63
12 m. .... 75	12 m. .... 72
2 p. m. .... 75	2 p. m. .... 79

—Barometer—

7 a. m. .... 30.20	
12 m. .... 30.16	
2 p. m. .... 30.14	

—Local Forecast—

Local forecast for Indianapolis and vicinity for the twenty-four hours ending 7 p. m., June 15: Fair tonight and Wednesday; not much change in temperature.

Forecast for Indiana: Fair tonight and Wednesday; light, variable winds.

Forecast for Illinois: Fair tonight and Wednesday; warmer in south portion tonight.

Forecast for Ohio: Fair tonight and Wednesday; light, variable winds; mostly southwest and west.

—Weather in Other Cities—

The following table shows the state of the weather in other cities at 8 a. m.:

Station.	Bar.	Temp.	Weath.
Amarillo, Tex. ....	29.14	53	Clear
Bismarck, N. D. ....	29.92	64	PtClldy
Boston, Mass. ....	30.62	74	PtClldy
Chicago, Ill. ....	30.16	63	PtClldy
Cincinnati, O. ....	30.16	64	Clear
Denver, Colo. ....	29.90	60	Clear
Dodge City, Kas. ....	29.16	56	PtClldy
Helena, Mont. ....	29.78	52	Clear
Jacksonville, Fla. ....	30.14	74	PtClldy
Kansas City, Mo. ....	30.22	66	Clear
Little Rock, Ark. ....	29.13	64	Clear
Los Angeles, Cal. ....	29.92	58	Cloudy
Mobile, Ala. ....	30.03	78	Clear
New Orleans, La. ....	29.06	74	Clear
New York, N. Y. ....	30.10	66	Cloudy
Oklahoma, O. T. ....	30.19	64	Clear
Omaha, Neb. ....	30.20	64	Clear
Pittsburg, Pa. ....	29.16	62	Cloudy
Portland, Ore. ....	30.04	64	Cloudy
Qu Appala, Ark. ....	29.94	54	Rain
Rapid City, S. D. ....	29.82	64	Cloudy
San Antonio, Tex. ....	30.12	63	Clear
San Francisco, Cal. ....	29.34	50	Cloudy
St. Louis, Mo. ....	30.20	66	PtClldy
St. Paul, Minn. ....	30.16	62	Clear
Washington, D. C. ....	30.13	64	Cloudy

V. H. CHURCH, Section Director.

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One of Miss Rose's ankles was so badly injured that there was fear the bones were broken. She suffered intensely and it was some time before the injured member was bound up. Miss Scott was suffering intensely from a nervous shock following the accident, and she was greatly agitated because of a fear that her parents in Marion, Ind., would hear of the accident and think she was badly hurt. Miss Rose was much concerned about her father, whom she said was extremely ill. A large crowd of people collected about the building and several police were required to clear a path so that the girls and Hendricks could be carried out to the waiting automobile.

At the city hospital it was said that Hendricks did not seem to be seriously hurt, other than to be badly shaken up. Strange to say, there was not a broken bone as the result of the accident.

John Feigen, city elevator inspector, made an investigation of the accident. He said a cotter pin on a bolt that held the hoisting cable came out and the cable thus became disconnected. The counter weight retarded the speed, so that the accident was not more serious. He said that the safety device could not work, however, unless the speed was greater, so that if the speed had been greater there might have been no one hurt. He said no one was to blame; that the accident was one of those for which no one is responsible and that are likely to happen any time.

## RATS CAUSE DAMAGE AND CATS ARE NOW DESIRED

Steel Corporation Wishes Two Half Grown Pussies to Prevent Recurrence of \$50,000 Loss.

(Special to The Indianapolis News.)

GARY, Ind., June 14.—The United States Steel Corporation has inserted the following ad which appeared in last evening's issue of a local paper:

WANTED—Two half-grown cats; will pay \$50 each. Call 4:30 p. m., Tuesday, 738 Pennsylvania st.

Just why the steel corporation should desire cats is a mystery to some people, as the cats can not be melted into steel. To the initiated, however, the company

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## MORE RABID COWS

Eleven in All, Owned Put Out of the

[Special to The Indianapolis News.]  
RICHMOND, Ind., June 14.—Of milch cows, the pr dairymen, were killed city health board today were suffering from rab total of eleven cows kil weeks from the same ca have been killed, and t paid more than \$600 as d men for the loss of the According to a statem T. Henry Davis, city l also a member of the health, numerous cases been reported to the bo points in the state this

## SCHOONER GOES

Governor of Island sengers Lose

WILLEMSTAD, Cur The government schoo been wrecked on the n Curacao. The captain sengers, with the excep ors and one passenge The lost include the Ayre. The Van Herd



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### Pilot Speaks on Canvas.

As the air craft rounded again to the left, the intrepid pilot appeared as a dot on the white canvas. This time the canvas seemed far to the east until it seemed a plane in the air estimated to be flying directly over the business section.

Continued on Page Fifteen.

Temperature			
June 14, 1909.		June 14, 1910.	
7 a. m.	67	7 a. m.	63
12 m.	75	12 m.	78
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### Barometer.

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### Local Forecast.

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New Orleans, La.	30.06	74	Clear
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V. H. CHURCH, Section Director.

### Hourly Temperature.

4 a. m.	64
7 a. m.	63
9 a. m.	74
10 a. m.	77
11 a. m.	80
12 m.	81
1 p. m.	78
2 p. m.	78

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Just why the steel corporation should desire cats is a mystery to some people, as the cats can not be melted into steel. To the initiated, however, the company has good reason. A few weeks ago rats got into the intricate workings of the blast furnace commutators. As a result part of the steel plant was tied up for several hours, two thousand workmen in this department were idle, and the company lost more than \$50,000. H. M. Crosette, one of the furnace officials, figured that two frisky cats at 50 cents would be far greater economy than \$50,000 losses.

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## SCHOONER GO

Governor of Island sengers Lose

WILLEMSTAD, Curacao. The government schooner been wrecked on the Curacao. The captain sengers, with the except ors and one passenger. The lost include the Ayre. The Van Herd this port from Buen Ay Indian island, on the thirty miles east of the She struck during the Sunday night. News brought here by the Van Herdt was a small the interisland traffic tilles. Her passengers the islands.



# AVIATOR HAMILTON IS NOT PUFFED UP

Aeroplane Trip from New York  
to Philadelphia and Back  
Again Worth \$10,000.

## CAME DOWN IN SWAMP

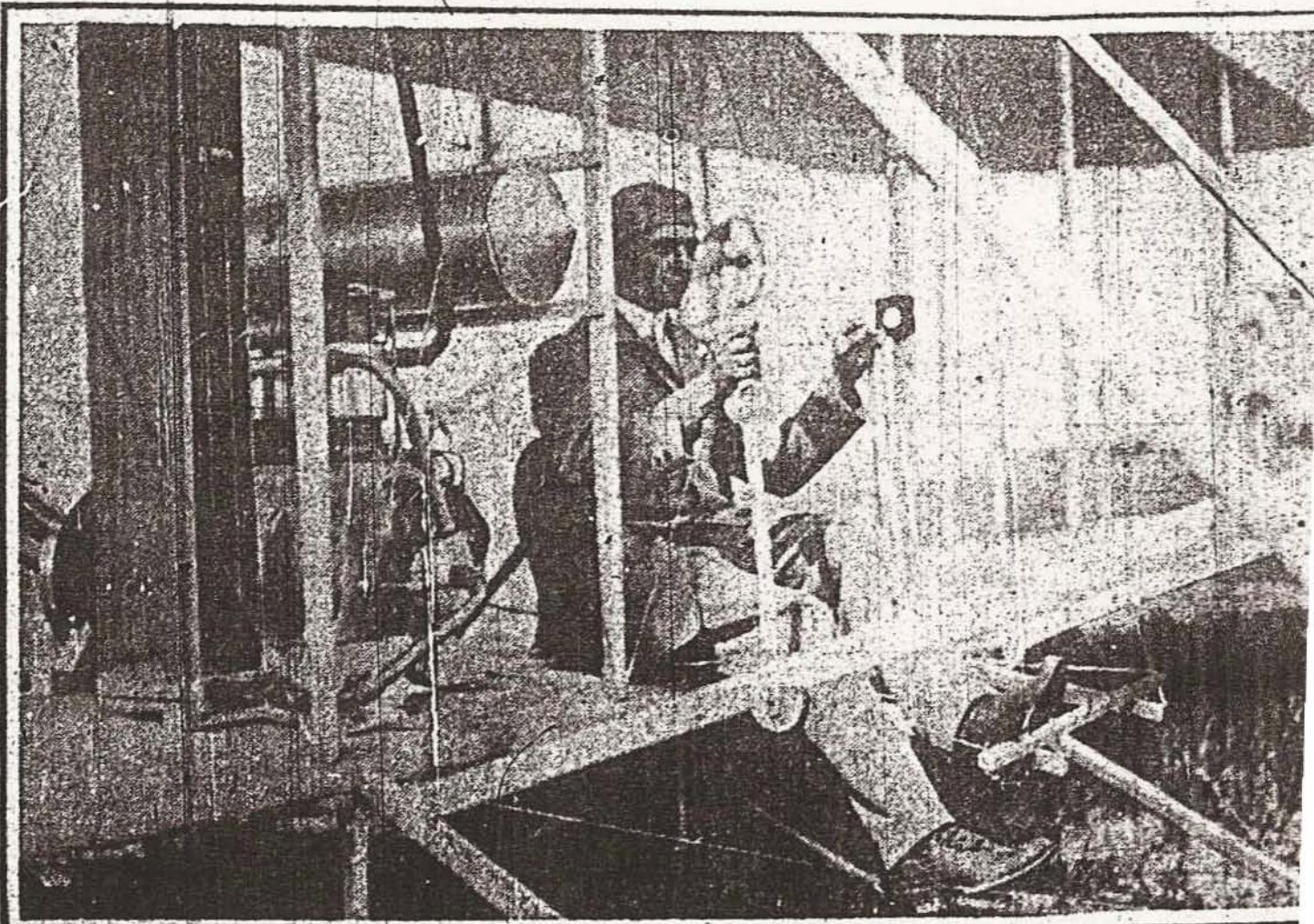
Scared Again and Got Back to Original Starting Point, Where Thousands Saw Him Come Down.

NEW YORK, June 16—Charles K. Hamilton today made light of his aerial journey from New York to Philadelphia and return, declaring that he intended in the near future to make a "real flight" just to show what he could do. It is probable that as soon as the conditions are announced, Hamilton will enter the New York to Chicago or the New York to St. Louis contest, for which large prizes have been offered.

Hamilton's flight yesterday is regarded by aviators as one of the most daring in the history of heavier-than-air machines. In a battered aeroplane, in which he had down many times in rain, wind and storm, he made the greatest cross-country journey ever essayed in America, and which in many respects far surpassed Louis Paulhan's London to Manchester trip. Paulhan made his flight of 100 miles in four hours and eleven minutes actual flying time. But he divided his trip up into two days. He flew in a machine nearly three times as large as the Curtiss biplane in which Hamilton made his aerial journey.

Hamilton Landed in Swamp.

## Prior to Start of World's Record-Breaking Flight



BROOKING, IN WRIGHT BIPLANE, JUST BEFORE STARTING ON THE FLIGHT IN WHICH HE SET A NEW RECORD FOR HIGH ALTITUDE AT THE INDIANAPOLIS MOTOR SPEEDWAY YESTERDAY.

## Two Passengers Making Speedway Flight Near Ground



made the round trip, a distance estimated at 100 miles in three hours and thirty-five minutes of flying time. The distance to Philadelphia in an air line is eighty-five miles, but on his return trip Hamilton lost his way and went several miles out of his course. His average speed to Philadelphia was nearly forty-seven miles an hour, his average return speed nearly fifty miles and one-half miles.

Hamilton's return last night was witnessed by thousands who lined the battery and river front for hours to get a chance to witness the flight. Hamilton, the people knew, had landed in a marsh near South Amboy, N. J., because of trouble with his spark plugs. He obtained new ones from an automobile and tried to rise from the swamp.

#### Crashed on a Buried Log.

It rained, and Hamilton smashed his propeller on a piece of buried log. He had to wait until a patched up propeller, the only one available, was sent to him by automobile from Governors island.

Working almost knee deep in the mud of the swamp, the aviator and his assistants placed the propeller in place. When willing hands carried the light machine to the road, where machinists begged him not to make the ascent from there. With a long and narrow road which gave him only three feet leeway, Hamilton sped his machine for one hundred yards and then took to the air, missing the tree tops by only a few inches as he mounted. It was just eight when he went into the air. Higher and higher he darted, reaching a fifteen hundred foot level before he came to an even keel.

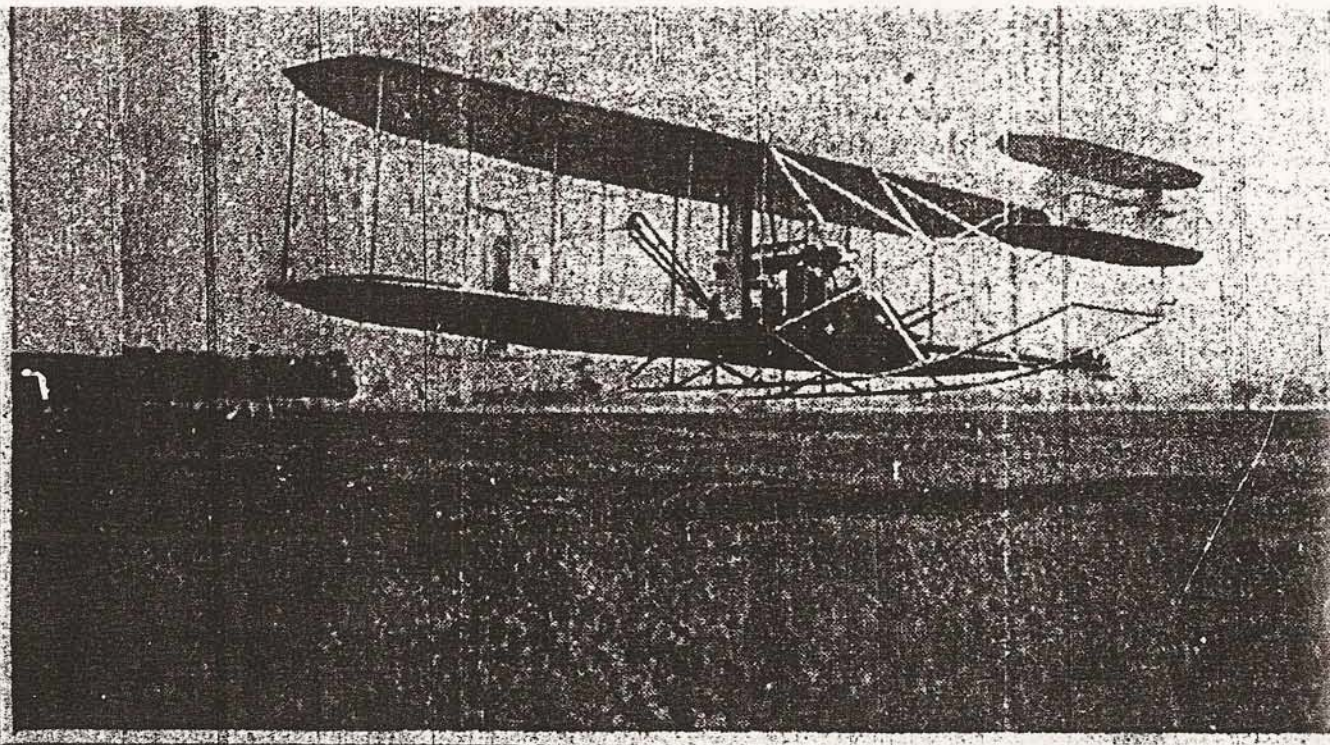
#### Paid \$10,000 for His Trouble.

He explained later that in case of accident in the propeller he wanted to make to New York. But there was no further trouble. Like an arrow the little machine sped across the land to the iron ore hill, and up the river to the New York bay where hundreds of craft gave him a roaring whistle salute. On toward Governors island he sped in the path of a duck. It was just 5:40 p. m., less than twelve hours from the time of his start. That he came to the earth on the spot from which he had ascended in the morning.

Hamilton made the flight under the auspices of the New York Times and the Philadelphia Public Ledger, both owned by Adolph Ochs. It is said he received \$10,000 for his achievement.

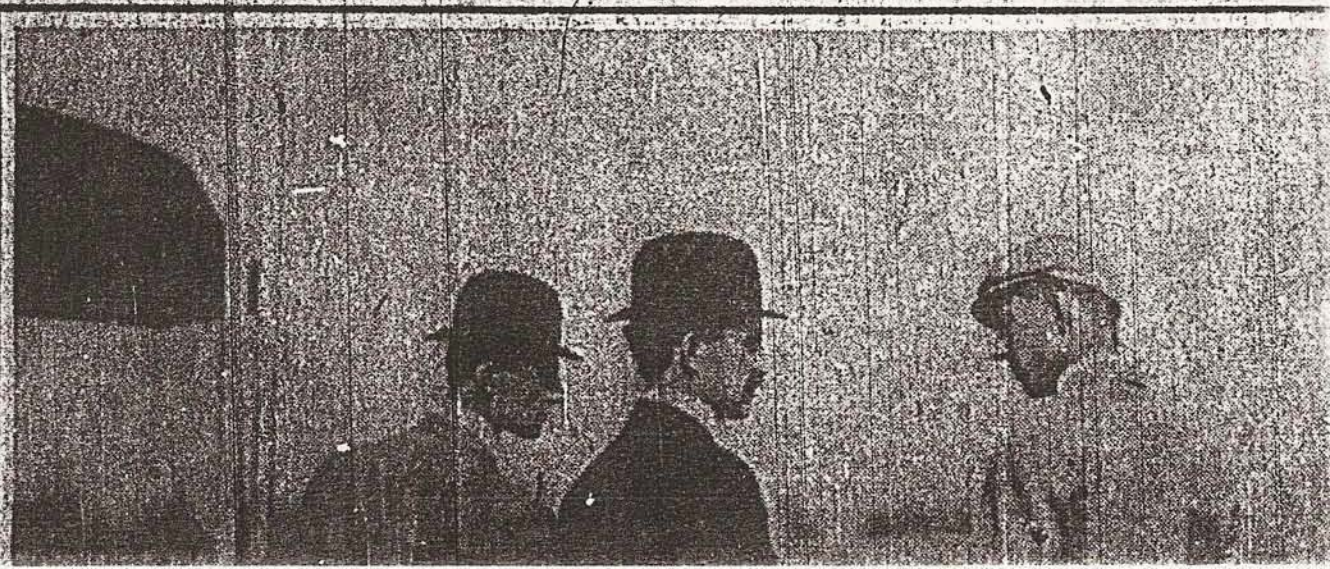
To show all New Yorkers what an airplane can do Hamilton is preparing to fly within a few days from Governors island in the Hudson river and around Van Cortland Park.

**CAPT. THOMAS MADDEN**  
CHIEFMADE TO H. I. NECC



A. O. WELSH AND RALPH JOHNSTONE, IN A WRIGHT BIPLANE, THE PICTURE BEING MADE SHORTLY AFTER THE CAR LEFT THE GROUND AND WHILE IT WAS STILL CLOSE TO TERRA FIRMA.

## Record-Breaking Aviator Talking to Flying Machine Inve





wind and storm, he made the greatest cross-country journey ever essayed in America, and which in many respects far surpasses Louis Paulhan's London to Manchester trip. Paulhan made his flight of 133 miles in four hours and eleven minutes actual flying time. But he divided his trip up into two days. He flew in a machine nearly three times as large as the Curtiss biplane in which Hamilton made his aerial journey.

#### Hamilton Landed in Swamp.

The English country over which Paulhan flew afforded many good landing places in case of accident. Hamilton's landing place was in a swamp. Hamilton made the round trip, a distance estimated at 133 miles in three hours and thirty-four minutes of flying time. The distance to Philadelphia in an air line is eighty-six miles, but on his return trip Hamilton lost his way and went several miles out of his course. His average speed to Philadelphia was nearly forty-seven miles an hour; his average return speed nearly fifty-one and one-half miles.

Hamilton's return last night was witnessed by thousands, who lined the battery and river front for hours to get a chance to witness the finish. Hamilton, the people knew, had landed in a marsh near South Amboy, N. J., because of trouble with his spark plugs. He obtained new ones from an automobile and tried to rise from the swamp.

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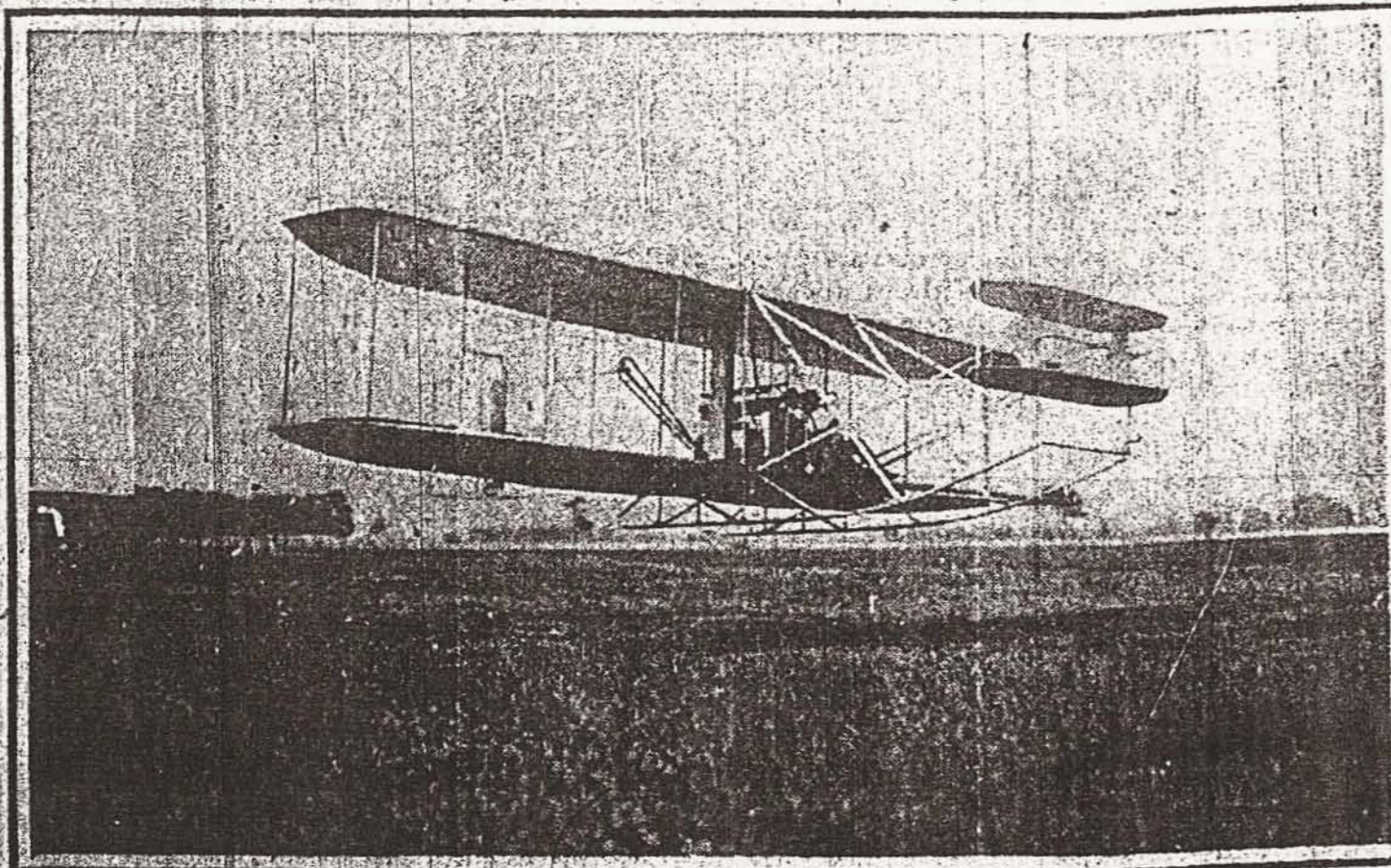
Working almost knee deep in the mud of the swamp, the aviator and his assistants placed the propeller in place. Then willing hands carried the light biplane into the road, where machinists begged him not to make the ascent from there. With a long and narrow road which gave him only three feet leeway, Hamilton sped his machine for one hundred yards and then took to the air, missing the log by only a few inches as he mounted. It was lost sight when he went into the air. Higher and higher he darted, reaching a fifteen hundred foot level before he came to an even rest.

#### Gets \$10,000 for His Trouble.

He explained later that in case of accident in the propeller he wanted to come to New York. But there was no time for trouble. Like an arrow the light machine sped across the marsh to the river and up the river to the city where hundreds of craft were waiting. A roaring whistle saluted him. On Governors Island he sped in the air. It was just 11:40 p. m. when he came to the earth on the river bank where he had ascended in

ORD FOR HIGH ALTITUDE AT THE INDIANAPOLIS AUTO. SPEEDWAY TESTS.

## Two Passengers Making Speedway Flight Near Ground



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## Record-Breaking Aviator Talking to Flying Machine Inventors



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## Record-Breaking Aviator Talking to Flying Machine Inventors



WALTER WRIGHT.

ORVILLE WRIGHT.

WALTER S. BROOKINS.

A small crowd witnessed flights, the number of spectators opening day not being over 100. They showed intense interest in the performances of the man-bird. It was thought the attending spectators were the largest remaining days of the year, much larger, after the period which it was demonstrated that man can fly.

### Yesterday's Success

Flight No. 1—Brookins, Wright; time, 6:45.  
Flight No. 2—Welsh, Wright; time, 2:33.  
Flight No. 3—Brookins, Wright; time, 8:45.  
Flight No. 4—Welsh and Brookins; eight miles; time, 4:00.  
Flight No. 5—Brookins and Welsh; 2 1/2 miles; time, 4:00.  
Flight No. 6—Brookins, Wright; 2,695 feet; time, 1:12.  
Flight No. 7—Welsh and Brookins; six miles; time, 9:00.  
Flight No. 8—Brookins and Welsh; time, 12:30.  
Flight No. 9—Welsh and Brookins; time, 9:00.  
Flight No. 10—Brookins, Wright; 4,34 1/2 feet; time, 30:00.

### CARL FISHER TAKES

Trip With Orville Wright's plane Produce

Carl G. Fisher, president of the Indianapolis Motor Speedway, took his first joy ride in the air yesterday, after the progress of the program had been completed. Orville Wright, the morning had seen edge by a skillful exhibition and air jockeying. Few rounds of the course.

Never again. Fisher said the earth in automobiles he finds aeroplanes no "I've enough," he said solid ground, yet he was satisfied. Fisher explained Wright hit a bump that affected his nerves the bump that Fisher whirled.

F. H. Wheeler, of the Company, has not tried planes as yet, but is managing one. He says a machine for his Wheeler believes he will in his trips to and from

### AIRSHIPS SAFE

Opinion of Spectators at Speedway

A good many of the airships at the speed

ing school, and some of the big boys got together to run the Irish teacher out. I looked the biggest one, the leader, for County Galway boys and men were always famous at rough-and-tumble fighting. But it did not put me in favor, and I did not seek another appointment.

During Study of Medicine.

In the meanwhile a bullet wound that I had received through the lungs began to trouble me, and in the summer of 1864 I resigned and went back to Delphi. I was there but a few weeks; went to Lafayette, and from that place came to Indianapolis in 1865, where, with Colonel John W. Blake, I opened an office, the principal business of which was the putting of of-

ment—Knox (F. Belcher), first; time, 1:52. Marmon (Harroun), second; time, 1:54. National (Aitken), third; time, 1:04 2-5. National (Kincaid), fourth; time, 2:00. Stock chassis, 451 to 600 piston displacement—First, Knox-Glantess (L. A. Diabrow), time, 1:47 2-5; second, National (J. D. Aitken), time, 1:55; third, National (William Tousey), time, 1:58 1-5.

## ADDED ILLNESS

One.

and? No, not Yankee was me for this but a little some other Syracuse, N. and in a few a sister at money to pay

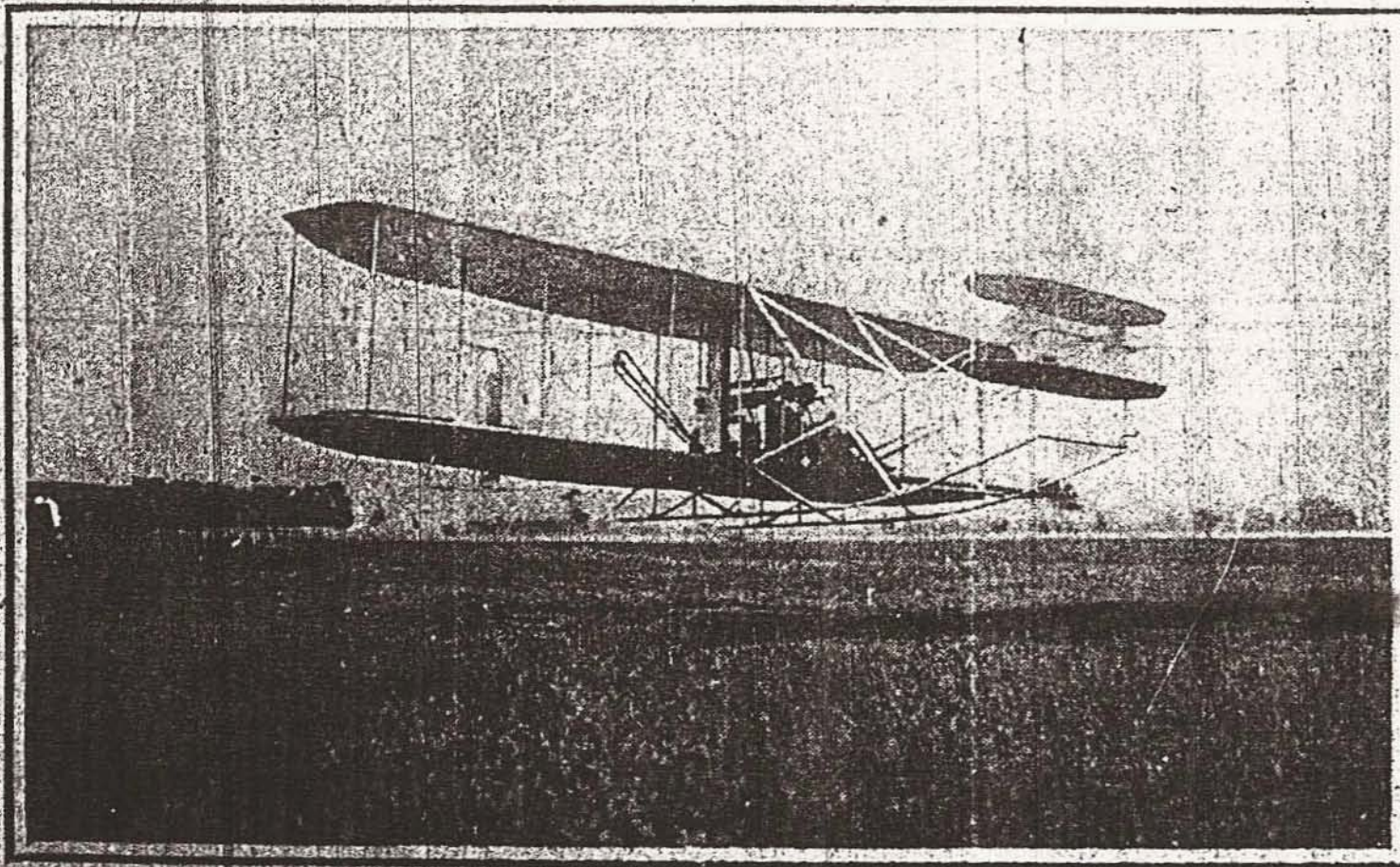
id there took at to Toledo the loss did not at least known in the were kept and all night to the other

the famous Delphi in a



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"I could tell that, I high," said Brookins, "that I could have gone hands became numb. Objects below seem untime I thought I was lost appeared as they should no trouble."

Brookins explained the became numb after he air a short time and the against the lever. He similarly affected, he not permit either to be

### Other Events on

Brookins made the afternoon's regular pro appeared at 3 o'clock an around the circuit in forty-five seconds. T and one-half miles lon traveled was six miles. he reached was estim while his average high feet. A. O. Welsh the the course in 2:32. B back and performed maneuvers. He drove light of three hundre gan a series of fancy figure eight and ther chine and cut the sa the other direction. U out his machine trav mated at fifty miles the air eight minutes onds.

A. O. Welsh and Rai machine and Brookin in another, made s the former remaining utes and completing course. Brookins an minutes and circled t

Welsh and Johnstor appearance in one around the course Brookins and Archie Wright aviator, an stone, in two differ made flights at the the course many tim other and going in portion of the time.

### Small Crowd

A small crowd w flights, the number opening day not bel They showed intens formances of the ma it was thought the remaining days of much larger, after which it was demo chines can fly.

### Yesterday

Flight No. 1-Brook miles; time, 3:45.  
Flight No. 2-Wel



Orville Wright, Wilbur Wright, Wright Brothers, Walter Brookins, Carl Fisher.

THE INDIANAPOLIS NEWS, TUESDAY

## HILTON OFFED UP

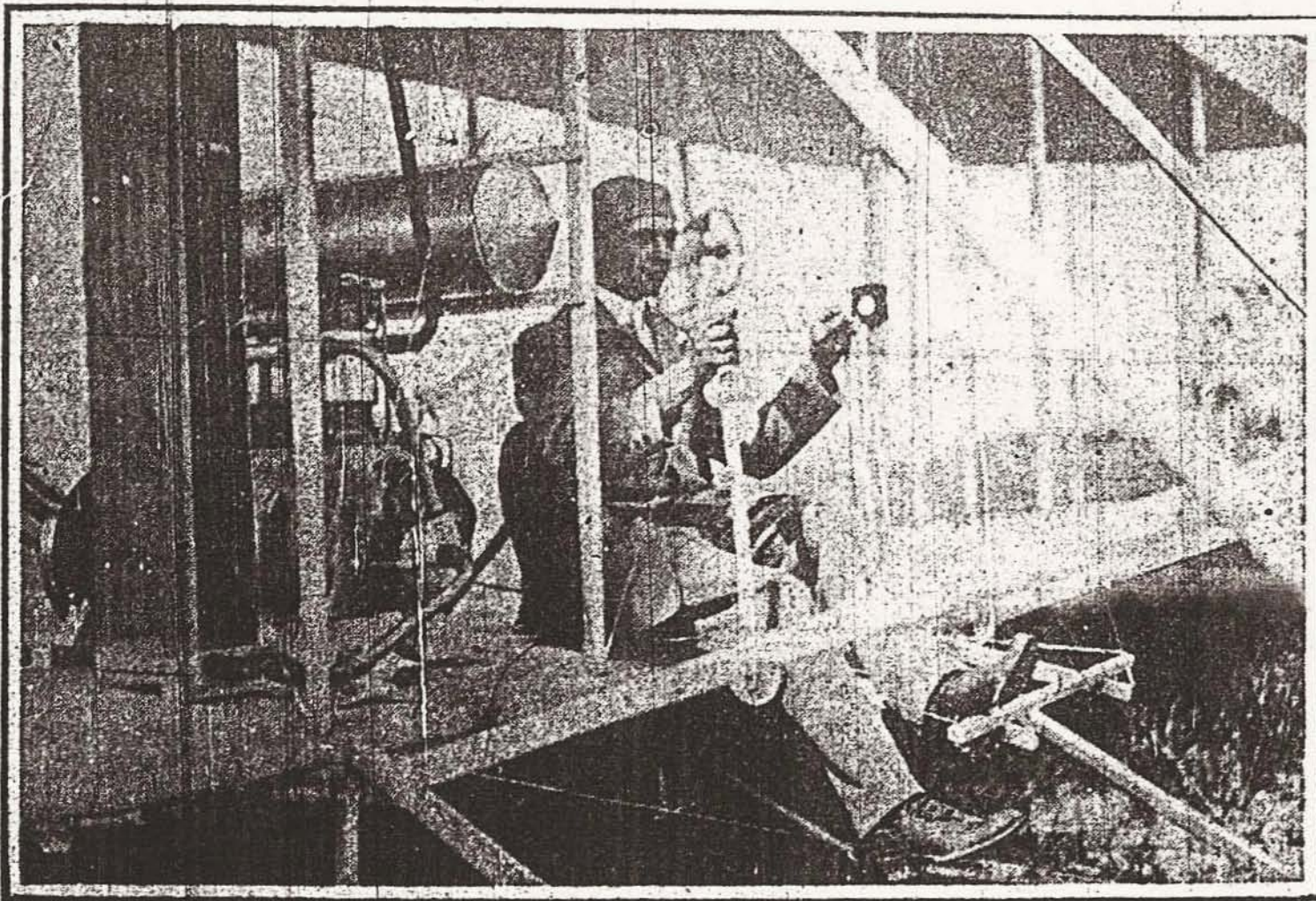
in New York  
and Back  
10,000.

## IN SWAMP

Back to Orig-  
Where Thou-  
Come Down.

16—Charles K. flight of his aerial to Philadelphia that he intended in a "real flight" could do. It is as the conditions on will enter the or the New York for which large ed yesterday is re- one of the most of heavier-than-air red aeroplanes. In any times in rain, made the greatest ever chayed in many respects far than's London. to an made his flight and eleven min- But he divided days. He flew in a times as large as which Hamilton

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## WEATHER MA HELPS

Continued from

of the city. With curve, Brookins had the aviation course.

The machine, if perfectly still, times was estimated and forty miles an

With the aeroplane, estimates showed it of 4,187 feet. The

corps of aviators Paulhan's record and they, as well

selves, were ex- from an awe-insp-

did not mean a t- tors, but to the schooled in aviation

ment that would world. The last re-

aeroplane could down, showed its

This measurement Lambert, who has is as accurate as

altitude of an aer- Brookins was in

ever before on a time it was obser-

downward six m- reached the earth in a few feet of

started.

Gets Enthus- It was an enthus-

grasped the young he emerged from chine finally settle

these was Orville "I could tell the

high," said Brook that I could have

hands became n- objects below time I thought I

appeared as the no trouble." Brookins expl-

became numb a air a short time against the lev- similarly affected not permit either

Other Event



ROPE.  
The will find The  
in the following  
building, North-  
Express office,  
Express Agency.  
Express, corner  
Express office, 11  
No. 3.  
respect.

The Indiana-  
on will be at  
street. The mail  
numbers Indi-  
personally be  
and it one door  
re.

### R DOLLIVER.

who are still  
considerable de-  
they read the  
r Dolliver, de-  
erday. Doubt-  
gentleman from  
suggestion that  
mon with the  
s, opposed the  
enty-six years  
reflection on  
is to pay him  
when we sug-  
ng in his pres-  
it somewhat  
h-minded men  
an influence  
ago. As they  
er now claims  
course he is,  
ands, as they  
he party, for  
when it goes  
to the lengths  
may go. Sen-  
t party meas-  
ld mugwumps  
at the polls.

dent Taft will, before long, realize that  
he has failed — as far as he has failed —  
simply because he has trusted, not to the  
people, but to the Aldriches and Cannons  
— in a word, to the machine. Senator  
Dolliver spoke, not merely for himself and  
his fellow-insurgents, but for the whole  
country.

### THE FLYING MACHINES.

The man who saw a giraffe for the first  
time and still declared that "there ain't  
no such animal" would probably doubt  
his senses if he went to the aviation races  
and saw men flying as birds. But Darius  
Green and not those who laughed at him  
was the wise man. Flying machines exist;  
they are here in Indianapolis today, and  
while it can hardly be said that they  
have become practical instruments of lo-  
comotion, yet it is clear that the era of  
flying is at hand. Indianapolis and the  
state are appreciative of the enterprise  
that has brought the flying machines to  
this city. The speedway had already wit-  
nessed many marvelous feats. It is doubt-  
less just in its beginning. All who go  
there for the first time are amazed at  
the work that has been done. A great  
institution has already been built there,  
and it is destined to become the scene of  
many demonstrations of the marvels of  
the twentieth century. The events of this  
week are real; history is making and a  
beautiful sight is afforded to all who visit  
the speedway. As an educational force  
it is not without its value. And as the  
parents succumb to the importunities of  
the children when the circus is in town,  
so they should need no persuasion to in-  
duce them to go, and to take the family,  
to see these flying machines for men.  
These are not balloons, let us remember  
who are witnesses of the mere begin-  
nings of this new science, but machines,  
heavier than air, and yet no balloon ever  
traveled so gracefully and swiftly as  
these.

they are assuming an attitude  
open hostility. Officials of  
tions hardly hesitate to say  
matters somewhat if the de  
were defeated.

The idea seems to be that  
will be permitted to nomina-  
please — and then will be  
their candidates. Obviously  
dangerous frame of mind, of  
view of the men who are  
to managing things. So bad  
tion that the Republican le-  
cording to the Sun's corre-  
ing to influence the Democr  
their convention first, to  
worthy candidates. The  
through a bipartisan sche-  
the bosses on both sides sh  
for the purpose of robbing  
any chance to get good gov-  
ing in this it is feared that  
bosses — and Senator Penr-  
preme boss — will be forced  
nominate good candidates,  
tion from which they very  
very strongly shrink.

Of course, it is a little sad  
the insurgent spirit should  
in Pennsylvania. Nothing co-  
clusively demonstrate its  
depth. We saw it at work in  
district, formerly repre-  
DeArmond; in the Rochest  
New York, and in the Mass  
trict, which only a short  
turned Mr. Foss to congre-  
the stalwarts are fearful th  
will be lost to the party b  
strength of the insurgents  
any longer to stand for the  
old measures. And now we  
from Pennsylvania, the ho-  
pattism and regularity, the  
the rottenest city governm-  
ways be saved simply by r-  
that protectionism is in dan-  
it is said that the people of  
have got too much of prot-