

## NAVIGATORS OF AIR FIND "CHOPPY" SKY

Inspect Machines Carefully  
Prior to Going on Field Be-  
fore 12,000 Spectators.

## WRIGHTS ARE NOT WORRIED

Say They Soon Will Be Doing Things  
and Are Not Disturbed by Ex-  
ploits in the East.

### TODAY'S AVIATION CARD.

Exhibition by Brookins in Wright  
biplane.

Exhibition by Johnstone and Welsh  
in Wright biplane.

Exhibition flight with three ma-  
chines in air simultaneously driven  
by Hoxey, Coffyn and La Chappelle.  
Short circle competition. (Two  
machines.)

Novelty race, two machines  
circling in air in opposite directions.  
Match race, Wright biplane and  
Overland wind wagon.

Race between Brookins and Welsh  
in Wright biplanes, both machines  
starting at once.

Altitude, attempt to break records  
by Brookins in Wright biplane.

### INDIANAPOLIS MOTOR SPEEDWAY.

June 15.—The wind was oozing out of the  
northwest this afternoon when the avia-  
tors engaged in flying for the sky gazing  
thousands began their work. It was what  
the air sailors called "choppy," a word  
that causes the amateur skylark to keep  
his machine in the aerodrome and wait  
for the blizzard calm.

It was no baby wind, and although Jo-  
seph Curzon, with his Farman biplane,  
and Lincoln Beachey, with his Toledo-  
made monoplane, were ready to try flying  
conclusions with the Wright experts, they  
discreetly remained in the shade of the  
airship roundhouse and said they hoped  
for a calm twilight in which to go forth  
on man-created wings. They're smart  
amateurs, this Curzon and Beachey, for  
the wind was not of a sort to be fooled  
with or in.

It was a great day to be out of doors,  
however, and the biggest crowd of the  
week came to the speed farm to enjoy the  
show. Thousands of the visitors were  
traders here as the guests of the In-  
dianapolis Trade Association. The vis-  
itors entered the speedway inclosure by  
a special gate and the management did  
everything in its power to provide for  
their comfort.

## METEOR SHOOTS ACROSS SKY FROM THE SOUTH TO NORTH

Resembles a Huge Ball of Fire, and  
Leaves Only a Small Trail  
of Sparks.

Somewhere, probably in the state of  
Indiana, but perhaps farther away—for  
the goings and comings of meteors are  
not chartered—a gigantic meteor fell last  
night. Persons in the country north of  
the city, about 10 o'clock, saw it shoot  
across the sky from south to north and  
fade away. It resembled a ball of fire  
and emitted only a small trail of sparks,  
fading away in the distance.

Persons who saw it say it was either  
the largest they ever saw or was nearer  
to them than any other meteor they ever  
encountered. It appeared so large as to  
be almost startling. No reports have yet  
been received of a heavenly body falling  
last night in this vicinity, but it must  
have fallen somewhere, unless it "burned  
out" before it reached earth.

## MAN NAMED MARS TRIES HIS HAND AT FLYING

STARTS ON TRIP FROM TOPEKA  
TO KANSAS CITY.

## HAS BAD LUCK—IS DELAYED

TOPEKA, June 15.—J. C. Mars, aviator,  
left Topeka for a cross-country flight of  
sixty miles to Kansas City, at 5:14 this  
morning, in his Curtiss biplane, the Sky-  
lark. After starting eastward Mars rap-  
idly rose until he had attained a height of  
about 1,200 feet. A Rock Island fast pas-  
senger train was passing, and the aviator  
took a course almost directly over the  
train. He held this position until after he  
had passed Grantville, six miles east of  
Topeka, still flying at a height of 1,200  
feet. Here he began to encounter treach-  
erous air currents, which tilted his frail  
machine dangerously, and he dropped to  
one thousand feet, but finding the air  
still bad, he decided to alight and wait  
until his machinists came up.

He attempted to alight in a small mead-  
ow, nine miles east of Topeka, but missed  
it and struck in a cornfield. As the ma-  
chine bounded over the uneven ground  
two ribs of the lower plane were broken.  
These were repaired when the machin-  
ists arrived, and at 6:34 a second start  
was made.

### Engine Working Badly.

At Newman, fourteen miles east of  
here, the aviator landed again at 6:40.  
His engine was working badly, and the  
plane, which was repaired at Grantville,  
was broken again.

Mars repaired the broken plane of his  
machine with a limb cut from a nearby  
tree and resumed his flight eastward at  
8:10 a. m. He landed again at Midland at  
8:30. A choppy wind forced him to fly low  
and he nearly fell into the Kansas river  
while rounding the bluff at Ennis. He  
landed safely in a meadow and immedi-  
ately prepared to resume his flight.

## SUFFERING IN WAKE OF EUROPEAN FLOOD

Germany Provides for Relief  
of Victims of River Ahr  
Deluge.

## CAUSED BY MELTING SNOW

Death and Devastation Reported From  
Servia, Belgium, Switzerland and  
Other Parts of Continent.

COLOGNE, Germany, June 15.—Stories  
of death and the sufferings of survivors  
are brought by refugees from the flood  
valley of the Ahr. The waters are rapidly  
subsiding, but while at their height they  
wrought frightful damage.

Several villages on the banks of the  
River Ahr were literally washed away.  
Houses, collapsing, buried their occupants  
beneath the flood. So strong was the  
current that it swept away locomotives  
and steam road rollers as a child might  
scatter its toys.

### Drowned in Treetops.

In some instances where the villagers  
driven from their homes by the waters  
lacked time to reach the hilltops, they  
climbed into the branches of trees only  
to be drowned as the rising waters tore  
the trees up by their roots and bore them  
away.

Near the mouth of the Ahr a rescuing  
party recovered the bodies of a woman  
and an infant. The little one was tightly  
clashed in the mother's arms. Advances  
from Berlin state that the Prussian diet  
has unanimously voted authorization to  
the government to give adequate finan-  
cial assistance to the flood sufferers in  
the valley of the Ahr.

### OBERRAMMERGUA IS ISOLATED.

Three Hundred Americans at Place  
Are in No Danger.

MUNICH, Bavaria, June 15.—Oberam-  
mergau, the scene of the Passion Play,  
is today cut off from railway com-  
munication with outside points by a flood  
that has invaded the district.

Of the six hundred strangers in the  
place to witness the sacred performance,  
three hundred are Americans. It is be-  
lieved, however, that these are in no dan-  
ger as the hotels are on high ground. The  
lower streets are filled with water.

High water is reported in the streams  
throughout upper Bavaria. The meteoro-  
logical observatories in the higher Alps  
announce that the snow is melting rap-  
idly and that greater floods are expected.

### Lake of Constance Rising.

CONSTANCE, Baden, June 15.—The  
waters of the Lake of Constance have  
risen rapidly since yesterday, flooding the

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monoplane, were ready to try conclusions with the Wright experts, they directly remained in the shade of the arched roundhouse and said they hoped for a calm twilight in which to go forth on man-created wings. They're smart amateurs, this Curzon and Beschey, for the wind was not of a sort to be fooled with or in.

It was a great day to be out of doors, however, and the biggest crowd of the week came to the speed farm to enjoy the show. Thousands of the visitors were tradesmen here as the guests of the Indianapolis Trade Association. The visitors entered the speedway inclosure by a special gate and the management did everything in its power to provide for their comfort and pleasure.

### Three Fly at Once.

The afternoon's exhibition card was to include individual flights by Walter S. Brookins and Ralph Johnstone, of the Wright team, followed by a pretty joint flight by Archie Hoxsey, E. P. Coffyn and Duval La Chapelle, there being three machines soaring before the stand at once.

Short circle competitions were then to be indulged in by the Wright aviators. One of the novelties of the program was a cross flight by Wright men, the machines flying in opposite directions and waiting each other in passing.

The Overland wind wagon and a Wright machine were to give an exhibition race around the speedway course to entertain the crowd.

If the wind subsides before dark an attempt to improve upon his altitude mark of 4,834 feet will be made by Brookins. It was estimated there were twelve thousand people in stands and bleachers when the show opened this afternoon, and each incoming train added to the throng.

### Not Worried Over Flights.

Characteristic of the Wright brothers, who worked in retirement for years before the world had the slightest intimation of their aerial inventions, is the attitude they assume at the speedway, where their machines have set new records.

"Are any of these new flight records disturbing you?" Wilbur Wright was asked today.

"Not in the least," he replied, with a smile that bore the imprint of confidence. "We will be showing a few signs of interest in aviation before long. We're in no hurry. The weather here has been ideal thus far, but indications are not so favorable for the latter part of the week. I wish, if we are to have bad weather, it had come early in the week. You see, we could have used the early bad days in getting our machines in shape. But we're hoping for fair weather, and then we will try to do some flying."

### May Try for Duration.

"Will you try for duration records here?" was asked.

"Our machines are working very satisfactorily and we may," was the answer.

It need occasion no surprise, therefore, if the Dayton wizards of the air go on a few aerial excursions here that will be registered as world's records in the new game of sky exploring. They do not talk much, these Wright brothers, regarding what they are going to do, but somehow have a way of doing things first and then talking, if at all. They have been working early and late on their machines in the big aerodrome and are not worrying over the stories from New York of sensational flights. They know what they can do.

The idea seems to prevail in aviation circles that the Wrights are cold-blooded retainers of all aviation knowledge their experience has given them. It didn't look that way today. Early this morning Orville Wright stood at the west door of the aerodrome talking at length with Joseph Curzon, the young amateur flyer of a Farman machine, and gave him many valuable pointers in a most friendly way.

### Talks With Farman Man.

They discussed machine control in the varying air currents. The Dayton pioneer in aviation told Curzon what his experience had been in flying with, against and across the wind and the amateur listened with grateful interest. This was done, too, while the mechanics in the aerodrome were waiting for Mr. Wright's advice regarding work under way there. The Wright brothers do not hesitate to give expression to their lack of regard for

was made.

### Engine Working Badly.

At Newnan, fourteen miles east of here, the aviator landed again at 6:40. His engine was working badly, and the plane, which was repaired at Grantville, was broken again.

Mars repaired the broken plane of his machine with a limb cut from a nearby tree and resumed his flight eastward at 8:30 a. m. He landed again at Midland, at 8:30. A choppy wind forced him to fly low and he nearly fell into the Kansas river while rounding the bluff at Ennis. He landed safely in a meadow and immediately prepared to resume his flight.

### BALDWIN FALLS 75 FEET.

Aeroplane Is Smashed at Mineola, but Aviator Is Not Injured.

NEW YORK, June 15.—Captain Baldwin fell with his aeroplane seventy-five feet while he was practicing today at Mineola, L. I., but, though his machine was smashed, he was not injured.

## TAFT VISITS MARIETTA AND SPEAKS AT JUBILEE

ALSO GETS A DEGREE IN OLD CHURCH.

### ESCORTED BY STATE TROOPS

MARIETTA, O., June 15.—As warm a welcome as was ever received by the nation's chief executive was extended to President Taft, when he arrived in Marietta just before noon today to attend the diamond jubilee celebration of Marietta college. The President was accompanied by Secretary Norton and Captain Butte.

The arrival of his special train was the signal for an official salute of twenty-one guns, while thousands of persons cheered themselves hoarse, and shrieking whistles and clanging bells added to the noisy welcome. An official reception committee of two thousand school children carrying flags and flowers extended the greetings of the city.

President Taft and his party were immediately taken to the home of W. W. Mills, escorted by three companies of the Seventh regiment, Ohio national guard. For the entire distance he drove through lines of school children, who showered him with blossoms.

### Afternoon Program.

After luncheon at the Mills home the President was taken to the college library, where he inspected the original deed which gave the land of the Northwest territory to the Ohio Company of Associates, just after the revolutionary war, and other historic documents.

At 2 o'clock he delivered an address in Muskingum park. Following this, he spoke at the college exercises in the famous old "two-horned church," the First Congregational, where he received the degree of D. C. V.

The President was then taken to American Union lodge No. 1, one of the oldest Masonic organizations in the country, where he spoke a few words and saw an apron which once belonged to George Washington, a sword presented to the lodge by Lafayette and other curios.

An automobile ride to various points of historical interest completed his visit in Marietta.

At the college celebration the President lauded the ordinance of 1787 which gave a government to the northwest territory as the cause and effect of the adoption of the greatest instrument of fundamental

communication with outside points by a flood that has invaded the district.

Of the six hundred strangers in the place to witness the sacred performance, three hundred are Americans. It is believed, however, that these are in no danger as the hotels are on high ground. The lower streets are filled with water.

High water is reported in the streams throughout upper Bavaria. The meteorological observatories in the higher Alps announce that the snow is melting rapidly and that greater floods are expected.

### Lake of Constance Rising.

CONSTANCE, Baden, June 15.—The waters of the Lake of Constance have risen rapidly since yesterday, flooding the lower streets of the various towns along its banks. Railway tracks have been submerged and on several railroad lines traffic has been suspended.

### TOLL IN SERBIA IS 35.

Valley of Moravia River Inundated to Great Depth.

BELGRADE, Servia, June 15.—Floods following torrential rains have caused havoc in the valley of the Moravia river. Thirty-five lives have been lost. The towns of Chupria, Jagodina and Svilainatz have been inundated. Water to a depth of from seven to ten feet has filled the streets. Many houses, undermined, have collapsed. King Peter and the minister of public works departed for the scene today.

### CLOUDBURST PELTS BERLIN.

Much Damage Done and Many People Are Hurt.

BERLIN, June 15.—The worst cloudburst in many years caused hundreds of thousands of dollars damage in Berlin last night. Cellars everywhere were flooded, and street cars, omnibuses and other traffic stopped. The subway was filled with water. The tables and chairs of out-door restaurants were swept away. For a time the water was three feet deep in most of the principal thoroughfares. Twenty persons were struck by lightning, but none was fatally injured.

### Torrential Rain in Belgium.

BRUSSELS, June 15.—Unprecedented rains throughout Belgium have been followed in the lower lying districts by flood conditions creating heavy losses. Bridges have been carried away and stock drowned. The village of Moos has been devastated.

### Landslide in Switzerland.

BERNE, Switzerland, June 15.—Inundations caused by swollen streams in the eastern and central districts of Switzerland have caused immense damage. A landslide at Altorf buried a factory building, killing a woman and ten children employees.

## WEATHER INDICATIONS.

(See Weather Map on Page 10.)

### UNITED STATES WEATHER BUREAU.

Indianapolis, Ind., June 15, 1910.

#### —Temperature—

June 15, 1909.	June 15, 1910.
7 a. m. .... 54	7 a. m. .... 64
12 m. .... 68	12 m. .... 81
2 p. m. .... 72	2 p. m. .... 85

#### —Barometer—

7 a. m. .... 30.15	
12 m. .... 30.12	
2 p. m. .... 30.10	

#### —Local Forecast—

Local forecast for Indianapolis and vicinity for the twenty-four hours ending 7 p. m., June 16: Fair tonight and Thursday; not much change in temperature.

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

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

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

#### —Weather in Other Cities—

The following table shows the state of the

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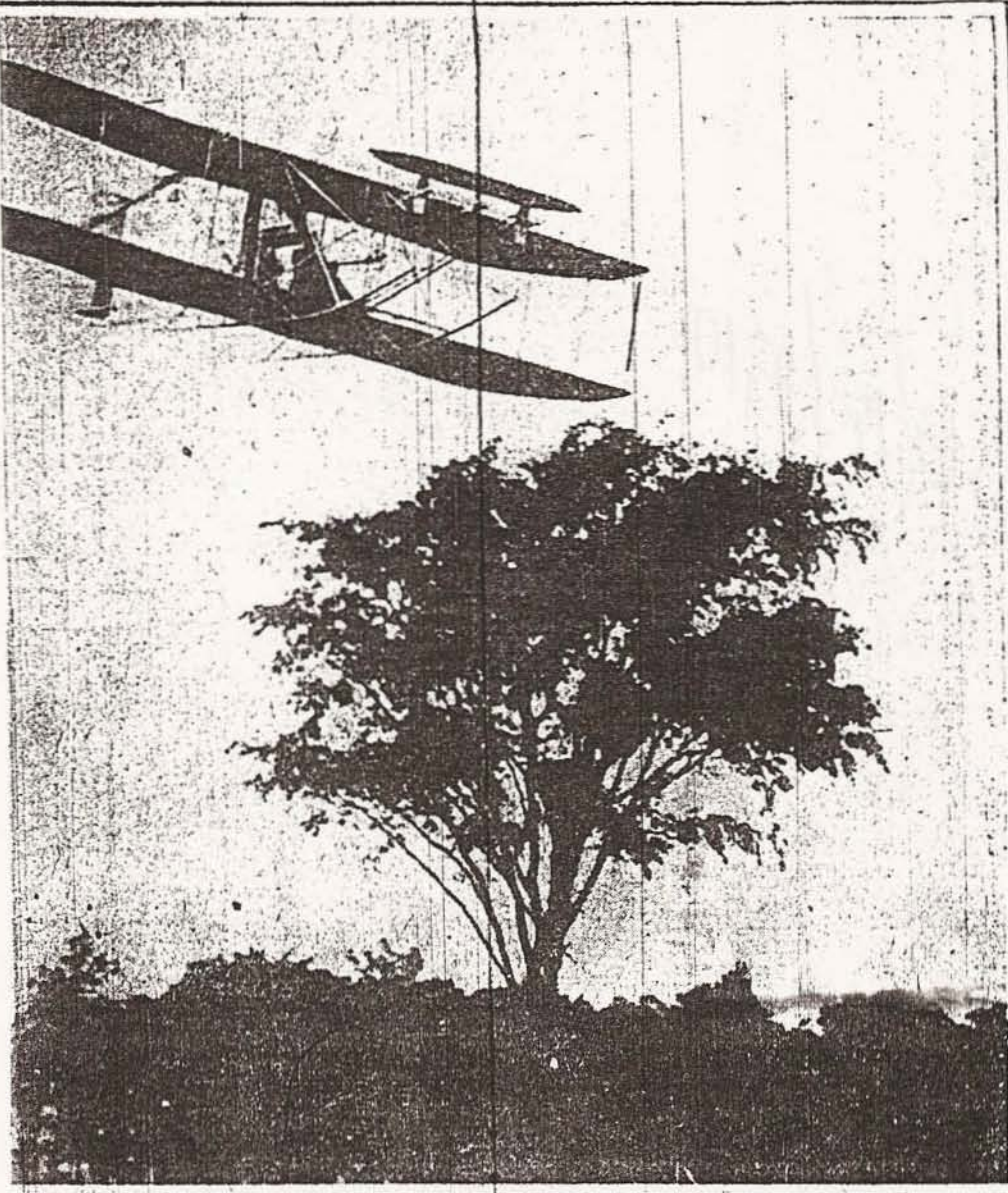
hunter.



The first of the speedways are being located by the committees seeking aeroplanes, balloons and dirigibles for Fourth of July exhibitions. Captain G. I. Humbauer, who is versatile as a ballist, an airplane pilot and driver of dirigibles, has won him fame throughout the central country as the man most sought after for the rights of course, are not



## BROOKINS AT TREE-TOP HIGHT



ES SUN AFTER  
SS HAS FALLEN

AND LOOKS OVER  
THE WORLD.

IS AWE-INSPIRING

Columbus lived today  
taken a ride with Orville  
croplane. Monday, even-  
at found startling and  
his theory that the earth  
he bird-men had gone to  
as was fast, gathering  
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## Spectators Congratulate Aviator



Walter S. Brookins after a successful flight in Wright biplane at the Indiana

## NAVIGATORS OF AIR FIND "CHOPPY" SKY

Continued from Page One.

cluded in this hunt for Fourth of July at-  
tractions. They go from here to Montreal  
to participate in an aviation meet there.

### PRETTY EXHIBITION FLIGHTS.

#### Brookins Again Proves Himself Hero by Navigation of Air.

Four flights of pretty air maneuvering  
rewarded spectators at the Indianapolis  
motor speedway yesterday afternoon.  
Walter S. Brookins, the young Dayton  
aviator, who on Monday set a new alti-  
tude record for the world, was in the air  
most of the afternoon, part of the time  
demonstrating aerial vaudeville. Al-  
though he broke no records he gave vari-  
ety, and that was what the crowd was  
hungering for.

Brookins went skyrocketing upward,  
glided downward, traveled in great un-  
dulating waves, cut circles and figures,  
skipped around the maneuvering ground  
within fifty feet of the earth and climbed  
to a height of more than two thousand  
feet, and never failed to land with per-  
fect ease within a few feet of the mono-  
rall from which he embarked. To give  
still greater variety to the program, the  
young air navigator engaged in a race  
with an Overland wind wagon, and came  
out victor, much to the delight of the  
audience. The entire afternoon's ma-  
neuvering served to show that Brookins  
has perfect control of the Wright biplane.

#### Stiff Breeze Hinders.

Air navigation was a little more dif-  
ficult, too, on account of a stiff breeze  
which kept up most of the afternoon.  
Brookins rode the air currents as a fisher-  
man would man his craft in a storm.

Nature did its part in entertaining the  
crowd of more than five thousand in the  
grandstands. The big aviation course, the  
largest and best in the world, presented  
even a more impressive appearance than  
on the afternoon before. At times the sun  
was hidden by black clouds, and the great  
banks in the north formed a striking  
background as the white biplane soared  
around the farthest end of the maneuver-  
ing ground. Aided by the surroundings,  
the craft of the air bore a strong likeness  
to an immense bird circling for shelter in  
the face of a hurricane. Then in the  
midst of such a scene as this and as the  
aviator made his way toward the grand-  
stands, the sun would burst forth, giving  
a new feating to the spectacle of the lone  
figure between white wings.

#### Goes Up 2,083 Feet.

The greatest altitude attained by the  
intrepid Brookins was 2,083 feet. This was  
the last event of the afternoon and it  
was noteworthy that the young aviator  
reached a point nearly one-half mile  
above the earth in something like twelve  
minutes. He was in the air about twenty  
minutes. He was not trying to break  
his altitude record of the day before. He  
simply wished to show the audience that  
he could go to a high altitude at will  
and he succeeded, in spite of the fact  
that he had to face a brisk breeze.

It was in the first program flight of  
the afternoon that Brookins did some  
of his most graceful maneuvering. In  
this flight he hugged the earth. At no  
time was he more than one hundred feet  
from the track. This gave the specta-  
tors an opportunity to see at close range  
just how easily an air vessel may be  
manipulated. The young aviator, in this  
event, traveled a little more than six  
laps and at the finish circled gracefully  
around in front of the south grand stand  
and fluttered down to the monorail with  
ease.

#### Machine Cuts Up Capers.

"He's acting like a roller coaster op-  
erator," said one of the air men at the  
monorail as he sighted Brookins at the  
north end of the course traveling the un-  
dulating currents of the atmosphere.

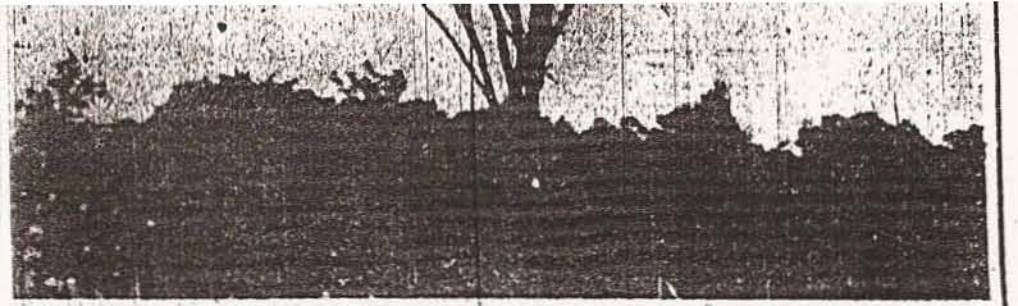
Then as the aviator cut around a cor-  
ner for the home stretch his machine  
tilted and looked as though it would go  
meteorlike to the earth. But there was  
no sensational accident in store. Again  
on a straight line for the starting place  
the machine was righted and came back

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## SUN AFTER S HAS FALLEN

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AWE-INSPIRING

Columbus lived today  
in a ride with Orville  
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## SEND BIG TO SEE FLIERS

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WRIGHT BROS.

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done much to add to  
name of Dayton and  
ways shown apprecia-

## Spectators Congratulate Aviator



Walter S. Brookins after a successful flight in Wright biplane at the Indiana-  
polis motor speedway aviation meet yesterday.

## Sidelights on the Aviation Meet

The average weight of a Wright biplane  
is 750 pounds. The average weight of  
the same machine with one passenger  
added is 950 pounds.

An aeroplane of the Wright biplane type  
carrying two passengers can not travel  
at a rate of speed less than thirty miles  
an hour. This is a principle in the law  
of gravitation showing that a machine  
carrying extra weight must travel at a  
faster rate of speed to maintain its po-  
sition in the air.

Orville Wright, of the Wright brothers,  
maintains that flying at an altitude of  
two thousand or more feet is less danger-  
ous than a flight close to the ground. In-  
case a machine in air should for any rea-  
son start to fall, he says the man at the  
levers, when high in the air would have  
more time in which to adjust the mechan-  
ism and right it before it should reach the  
ground.

The Wright brothers (they address each  
other as Orve and Will) have been on  
the ground almost all the time since the  
first flights on Monday. Both take a keen  
interest in every flight and maneuver the  
aviators make. Orville Wright is able to  
make an accurate distance estimate of a  
machine in air at almost any altitude.

It was clearly demonstrated to one of  
the newspaper men yesterday afternoon  
that Wilbur Wright is not much of a  
talker.

"What do you think about the condi-  
tions for the afternoon's flying?" asked

the newspaper man as the air wizard was  
tinkering with some kind of contrap-  
tion in the aerodrome.

"I'll be able to tell you more about it  
after the day has ended," answered the  
inventor laconically. "I've had so much  
experience with the weather that I don't  
care to make predictions."

It might have been stage fright, but  
anyhow some fellow who addressed  
Brookins to the crowd at the speedway  
yesterday afternoon called him a "great  
aviator."

But later after a larger crowd had as-  
sembled to greet the young hero of the  
air, Frank L. Albert, of Chicago, who is  
handling the megaphone on the maneu-  
vering ground, straightened it all out by  
calling Brookins "one of the coming avi-  
ators of the world and the coming cham-  
pion of the highest of the high fliers."  
When it comes to little things like intru-  
ding heroes, Albert is conceded to be  
"there."

Once upon a time some blind men in-  
spected an elephant by the sense of  
touch. One caught hold of his tail and  
declared that the elephant was like a  
rope. Another felt the animal's broad  
side and likened it to a wall, and so on.  
And so it was with those who looked at  
the Wright biplane at close range yester-  
day afternoon. One man thought it  
looked like an awning. Another said  
it was like a tent. And still another said  
that he could see how it looked like a  
bird although he admitted it was more  
bird-like when it was farther away.

## TRADE ASSOCIATION IS TREATED TO A SURPRISE

Continued from Page One.

by ticket only, these being issued through  
the members of the association, as have  
been the tickets for other entertainments.

Aids to Sociability.

"An orchestra will give a concert during  
the evening and there will be vocal and  
instrumental soloists. Refreshments and  
cigars will be served during the evening.

and the event will be a general social  
gathering. There will be no speeches and  
no soliciting of business. Everybody will  
be expected to get acquainted with every-  
body else. The garden will be open from  
8:30 to 11:30. The following reception  
committee will be on duty: H. T. Hear-  
sey, Richard Lieber, George Allg. Sr.,  
Ferd Hollweg, J. Edward Krause, W. A.  
Holt, W. J. Mooney, Harry Orlopp, R. B.  
Hilleary, W. A. Caperton, Henry Levey,  
Parker Geddes, John N. Carey, C. C.  
Hanch, C. A. Bookwalter, Harold Hibben,  
Jr., T. B. Laycock, Will Griffin, O. P.  
Deluse, G. Stewart, Joseph Reagan, P. H.  
Clifford, A. M. Kuhn, Henry Lawrence,  
Claude Crowder, G. B. Moxley, Lew W.  
Cooper, W. L. O'Connor, S. G. Van Camp,  
T. A. Alford, Charles Kraus, W. J.  
Dobyns, B. C. Downey, G. A. Schull, J.  
A. Cushman, J. C. Holmes and Court  
Warner.

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largest and best in the world, presented  
even a more impressive appearance than  
on the afternoon before. At times the sun  
was hidden by black clouds and the great  
banks in the north formed a striking  
background as the white biplane soared  
around the farthest end of the maneuver-  
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the face of a hurricane. Then in the  
midst of such a scene as this and as the  
aviator made his way toward the goal  
stand, the sun would burst forth, giving  
a new feature to the spectacle of the huge  
figure between white wings.

### Goes Up 2,083 Feet.

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intrepid Brookins was 2,083 feet. This was  
the last event of the afternoon and it  
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minutes. He was not trying to break  
his altitude record of the day before. He  
simply wished to show the audience that  
he could go to a high altitude at will  
and he succeeded, in spite of the fact  
that he had to face a brisk breeze.

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of his most graceful maneuvering. In  
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time was he more than one hundred feet  
from the track. This gave the specta-  
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dulating currents of the atmosphere.

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no sensational accident in store. Again  
on a straight line for the starting place  
the machine was righted and came look-  
ing in at high speed. As he approached  
the west grand stand the young air trav-  
eler again shot his machine earthward,  
followed this with a rise to a higher  
altitude, cut around a tree top and com-  
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the cool-headed Brookins and that of Earl  
Baumhofer, the driver of the Overland  
wind wagon. Baumhofer, with red face  
and tense muscles, looked like a horse-  
man trying to urge his steed to greater  
efforts. Brookins sat by his rattling  
motor apparently as calm and comfort-  
able as though he had just lighted a cigarette  
in preparation for an evening's rest.

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Around the race course went the wind  
wagon, looking like a speck in the dis-  
tance in comparison with the big biplane.  
It was a race worth while, for it was  
evident that the wind wagon was gain-  
ing on the biplane. But the speed wagon  
of the air was victor, coming across the  
line first, having covered the one lap in  
4 minutes and 58 seconds. No time was  
kept on the wind wagon, but it was not  
far behind the air craft.

Officials of the Overland Company said  
the wind wagon had been handicapped by  
the use of a small propeller, the large  
propeller having been broken. It was also  
announced at the close of this contest that  
the wind wagon would run to Toledo next  
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This had been scheduled for a race be-  
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Wright aviator. Welsh, however, came  
down just as Brookins was getting ready  
to start, after having been in the air four  
minutes and twelve seconds. He found  
that his machine had not been in proper  
condition.

### Uses Ether as Rink.

Not discouraged by the failure of Welsh,  
Brookins mounted his machine and rose  
for what proved to be eight minutes and  
thirty-four seconds of as pretty air  
maneuvering as has been seen at the In-  
dianapolis motor speedway. In his flight  
Brookins transformed himself into an air  
skater. With the atmosphere as his rink

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

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AND LOOKS OVER  
THE WORLD.

AWE-INSPIRING

Columbus lived today  
on a ride with Orville  
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ing found startling and  
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bird-men had gone to  
was fast gathering  
the aviators, Wright  
in the clouds. After  
of two thousand feet  
air below the western  
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TO SEE FLIERS

ILL BE RUN TO  
TODAY MORNING.

WRIGHT BROS.

round of Orville and  
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to Indianapolis to  
train to witness the  
apolis motor speed-

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## Sidelights on the Aviation Meet

The average weight of a Wright biplane is 750 pounds. The average weight of the same machine with one passenger added is 850 pounds.

An aeroplane of the Wright biplane type carrying two passengers can not travel at a rate of speed less than thirty miles an hour. This is a principle in the law of gravitation showing that a machine carrying extra weight must travel at a faster rate of speed to maintain its position in the air.

Orville Wright, of the Wright brothers, maintains that flying at an altitude of two thousand or more feet is less dangerous than a flight close to the ground. In case a machine in air should for any reason start to fall, he says the man at the levers when high in the air would have more time in which to adjust the mechanism and right it before it should reach the ground.

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It was clearly demonstrated to one of the newspaper men yesterday afternoon that Wilbur Wright is not much of a talker.

"What do you think about the conditions for the afternoon's flying?" asked

the newspaper man as the air wizard was tinkering with some kind of contraption in the aeroplane.

"I'll be able to tell you more about it after the day has ended," answered the inventor laconically. "I've had so much experience with the weather that I don't care to make predictions."

It might have been stage fright, but anyhow some fellow who introduced Brookins to the crowd at the speedway yesterday afternoon called him a "great aviator."

But later after a larger crowd had assembled to greet the young hero of the air, Frank L. Albert, of Chicago, who is handling the megaphone on the maneuvering ground, straightened it all out by calling Brookins "one of the coming aviators of the world and the coming champion of the fastest of the biplane fliers." When it comes to little things like introducing heroes, Albert is conceded to be "there."

Once upon a time some blind men inspected an elephant by the sense of touch. One caught hold of his tail and declared that the elephant was like a rope. Another felt the animal's broad side and likened it to a wall, and so on. And so it was with those who looked at the Wright biplane at close range yesterday afternoon. One man thought it looked like an awning. Another said it was like a tent. And still another said that he could see how it looked like a bird although he admitted it was more bird-like when it was farther away.

and the event will be a general social gathering. There will be no speeches and no soliciting of business. Everybody will be expected to get acquainted with everybody else. The garden will be open from 8:30 to 11:30. The following reception committee will be on duty: H. T. Hearsey, Richard Heber, George Alb, Sec.

Nature did its part in entertaining the crowd of more than five thousand in the grandstands. The big aviation course, the largest and best in the world, presented even a more impressive appearance than on the afternoon before. At times the sun was hidden by black clouds and the great banks in the north formed a striking background as the white biplane soared around the farthest end of the maneuvering ground. Aided by the surroundings, the craft of the air bore a strong likeness to an immense bird seeking for shelter in the face of a hurricane. Then in the midst of such a scene as this and as the aviator made his way toward the grandstands, the sun would burst forth, giving a new feeling to the spectacle of the lone figure between white wings.

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Then as the aviator cut around a corner for the home stretch his machine tilted and looked as though it would go meteor-like to the earth. But there was no sensational accident in store. Again on a straight line for the starting place the machine was righted and came buzzing in at high speed. As he approached the west grandstand the young air traveler again shot his machine earthward, followed this with a slide to a higher altitude, cut around a tree top and completed his circle to the landing place.

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...the parties, but we will have to deal with the responsible in some other way. The other fellows have a kind of crafty lawyer with a kind of local language to work with, but that doesn't scare anybody. They have poor Paulhan, the Frenchman, signing affidavits with more English in them than he will ever know in all his life."

## FOREIGNERS MAY COMPETE.

### Vacation of Temporary Injunction Opens New Field.

NEW YORK, June 15.—Foreign aviators may be reckoned with in flights in this country shortly, as a result of the vacation of the temporary injunction obtained by the Wright company against the Herring-Curtiss company and Louis Paulhan by the United States circuit court of appeals, pending trial of the suits. It will not be necessary for the aviators to put up bonds, which it is expected will mean many entries for the numerous prize flights planned for the near future. Glen Curtiss said today:

"I never had any doubt what the result would be."

Captain Baldwin said: "If it wasn't for the Wrights we would not be flying as we are today. The government should pension them and turn their patents over to the public."

The dismissal of the injunction does not mean the dismissal of the action against Curtiss will be tried on its merits.

## BIPLANE WRECKED IN TRIAL

### Harvard I Runs Into Soft Ground When Aviator Loses Control.

CAMBRIDGE, Mass., June 15.—The Harvard I biplane, following its initial trials over the ground yesterday on Soldiers Field, was partially wrecked by getting beyond control and running into soft ground when further trials were attempted last night. J. V. Martin, of the Harvard Aeronautical Society, was operating the machine.

It will be several days before repairs can be made and the flights resumed.

## RAIL BILL BEARS INSURGENTS' STAMP

Continued from Page One.

is believed the injustices done to shippers under the long and short haul clause of the old law may be stopped.

It has been so amended that any new fare, charge or classification, filed with the commission may be suspended by the commission for ten months unless sooner declared by the commission to be just and reasonable.

### Burden of Proof on Roads.

It has been so amended that if any case involving the reasonableness of a rate increased after January 1, this year, of any rate which the railroads may seek to increase after the bill becomes a law, the burden of proof to show that the increased rate is just and reasonable is placed upon the common carrier. In other words, it shifts the burden in regard to these rates from the complainants to the railway company.

There are other minor amendments which the insurgents forced into the bill. Everybody understands that the bill as it is to be signed by the President is far from satisfactory to the railroads and it does not resemble in any material respects the bill which the old crowd in congress expected to put through when the subject was taken up four months ago.

The conference reluctantly accepted the insurgent amendments. They had to do it. And they rejected any of the more important of these amendments, the whole bill would have been defeated.

### Senate Will Pass Statehood Bill.

WASHINGTON, June 15.—Senate leaders today said that the passage of the statehood bill by the senate at the present session was assured. It will not be taken up, however, until action is had on the conference report on the postal savings bank bill. They do not feel certain, however, that statehood legislation will emerge from conference.

### May Mean More Legislation.

WASHINGTON, June 15.—The house committee today decided to give one

## WRIGHT SEES SUN AFTER DARKNESS HAS FALLEN

MOUNTS HIGH AND LOOKS OVER EDGE OF THE WORLD.

### SPECTACLE IS AWE-INSPIRING

If Christopher Columbus lived today and could have taken a ride with Orville Wright in his aeroplane, Monday evening, he would have found startling and positive proof of his theory that the earth is round.

After most of the bird-men had gone to rest and darkness was fast gathering about the camp of the aviators, Wright decided to soar into the clouds. After reaching an altitude of two thousand feet, a light appeared far below the western horizon and going still farther up he was able to see the sun. The earth below was in darkness, yet the bird-man could look upon the light of day.

In telling of the flight yesterday, Wright said the sight was one of the most thrilling and awe-inspiring he had ever witnessed. He says, however, that aviators soaring to high altitudes may often see the sun after it has "gone down" to the people below. This can be noticed in the mountains, but the experience is far less strange than when only empty air is beneath.

Mars was still at Midland this afternoon. He said that as the wind was high the radiator of the engine, which was leaking, was repaired. He said he expected to leave before night. He will get \$5,000 if he makes the trip.

## DAYTON TO SEND BIG CROWD TO SEE FLIERS

EXCURSION WILL BE RUN TO THIS CITY FRIDAY MORNING.

### TRIBUTE TO WRIGHT BROS.

Dayton, O., is proud of Orville and Wilbur Wright and proof of that fact will be given Friday when four hundred Day-

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"I'll be able to tell you more after the day has ended," an inventor laconically. "I've had experience with the weather to care to make predictions."

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But later after a larger crowd assembled to greet the young pair, Frank L. Albert, of Chicago handling the microphone on a verber ground, straightened it calling Brookins "one of the co-tors of the world and the con-son of the highest of the hi-When it comes to little things, ducting heroes, Albert is con- "there."

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## TRADE ASSOCIATION IS

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and the event will be a gene-gathering. There will be no spe-no soliciting of business. Every-be expected to get acquainted w-here also. The matter will be



## WRIGHTS NOT SURPRISED AT DECISION OF COURT

SAY THEY EXPECT LITIGATION  
TO PROTECT INVENTION.

### INJUNCTION IS DISMISSED

The decision of the United States court of appeals in New York, yesterday, dissolving the temporary injunction against Glenn Curtiss and Louis Paulhan, aviators alleged to be infringing on the patents of Orville and Wilbur Wright, causes arising interest to center in Indianapolis, where the Wright brothers are conducting an aeroplane exhibit. Expressions from Dayton aviators indicate that they are not greatly surprised by the decision, as they expect to have to show every legal and mechanical point to the courts to successfully contest all of the airship ideas now extant. Every town and city has its geniuses with ideas on aeroplane construction, and it will take much court action to prove all points at issue. In a statement the Wrights express regret over the dissolution of the injunction, but remember the fights of other inventors for their rights.

#### Wright's Issue Statement.

"It is a pity that the injunction was not effective," the Wrights say, "but we have read much of the troubles of other inventors in securing protection for their work, and we do not hope to escape excessive litigation to prove our claims. The dissolution of the injunction will greatly increase the expense of defending our rights, but in the end we will undoubtedly win. The defendants denied the validity of our patent, but the court did not accept their contention on this point."

The principal point at issue in the legal proceedings brought by the Wrights is protection to their vertical rudder, the device that prevents the machines from swerving or spinning. This was one of the problems that worried airship builders for years, and the Wrights insist that their rudder was the first successfully to combat air currents and keep aeroplanes under flying control. Glenn Curtiss disputes this claim, and makes the declaration that he used the same device in field trials at Hammondsport, N. Y., long before the Wrights made a public flight.

#### Any Device Can Be Used.

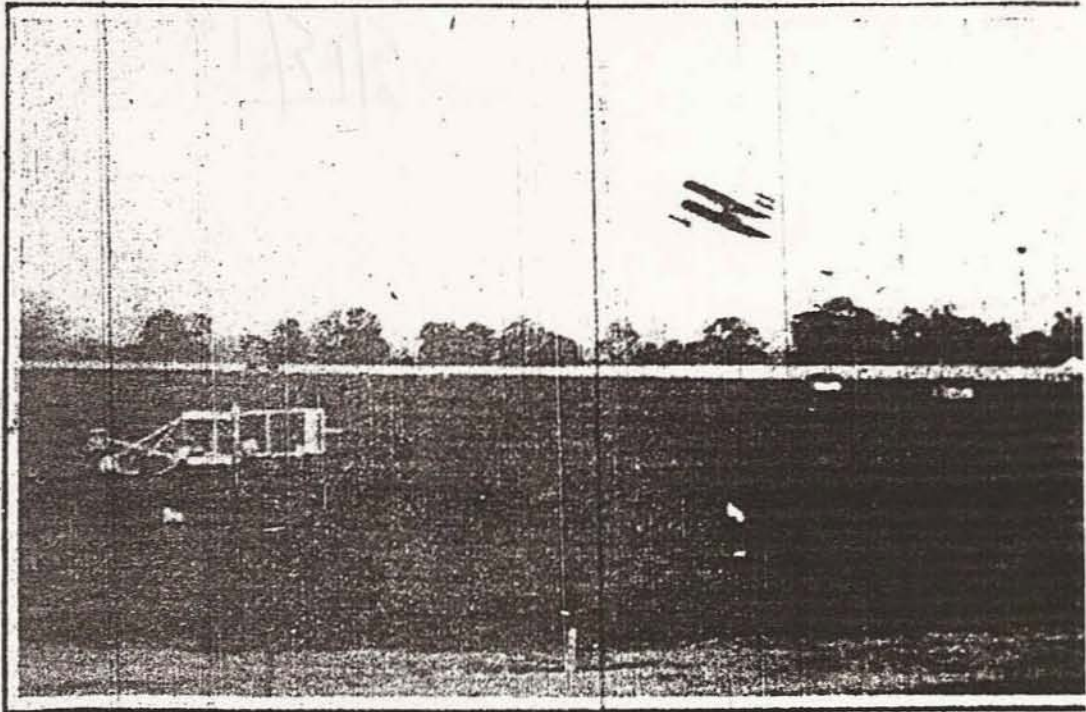
"The dissolution of the injunction merely means that any and everybody can fly by any device until we succeed in putting an end to infringement by a complete test in the courts," said Wilbur Wright, in discussing the New York suit today. "We are positive that the final verdict will be in our favor, although it may take a year or two and a million dollars to fight all the cases that will be necessary to clear the state. We will be able in the end to collect damages from all responsible parties, but we will have to deal with the irresponsible in some other way. The other fellows have a horde of crafty lawyers with a fund of legal language to work with, but that doesn't scare anybody. They have poor Paulhan, the Frenchman, signing affidavits with more English in them than he will ever know in all his life."

#### FOREIGNERS MAY COMPETE.

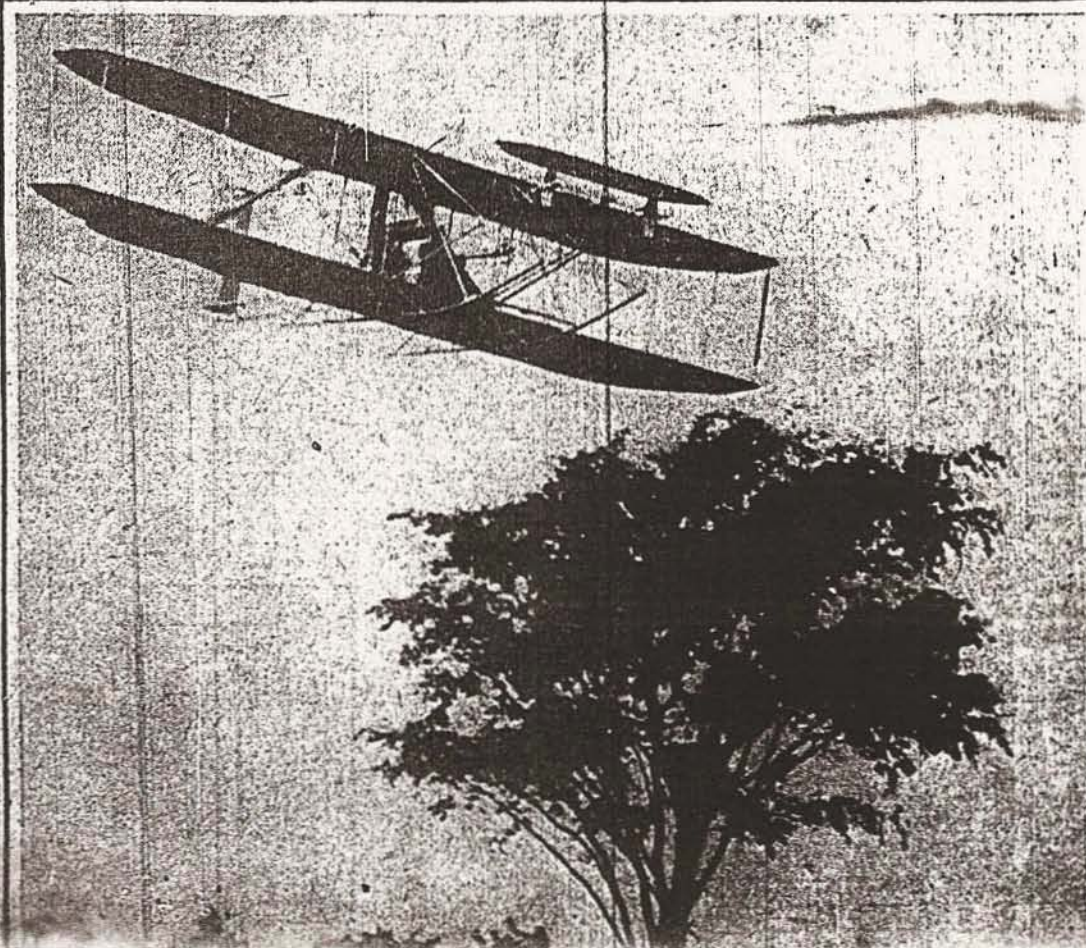
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## Aeroplane in Flight and Aeroplane on Ground, With View of



## BROOKINS AT TREE-TOP HIGHT





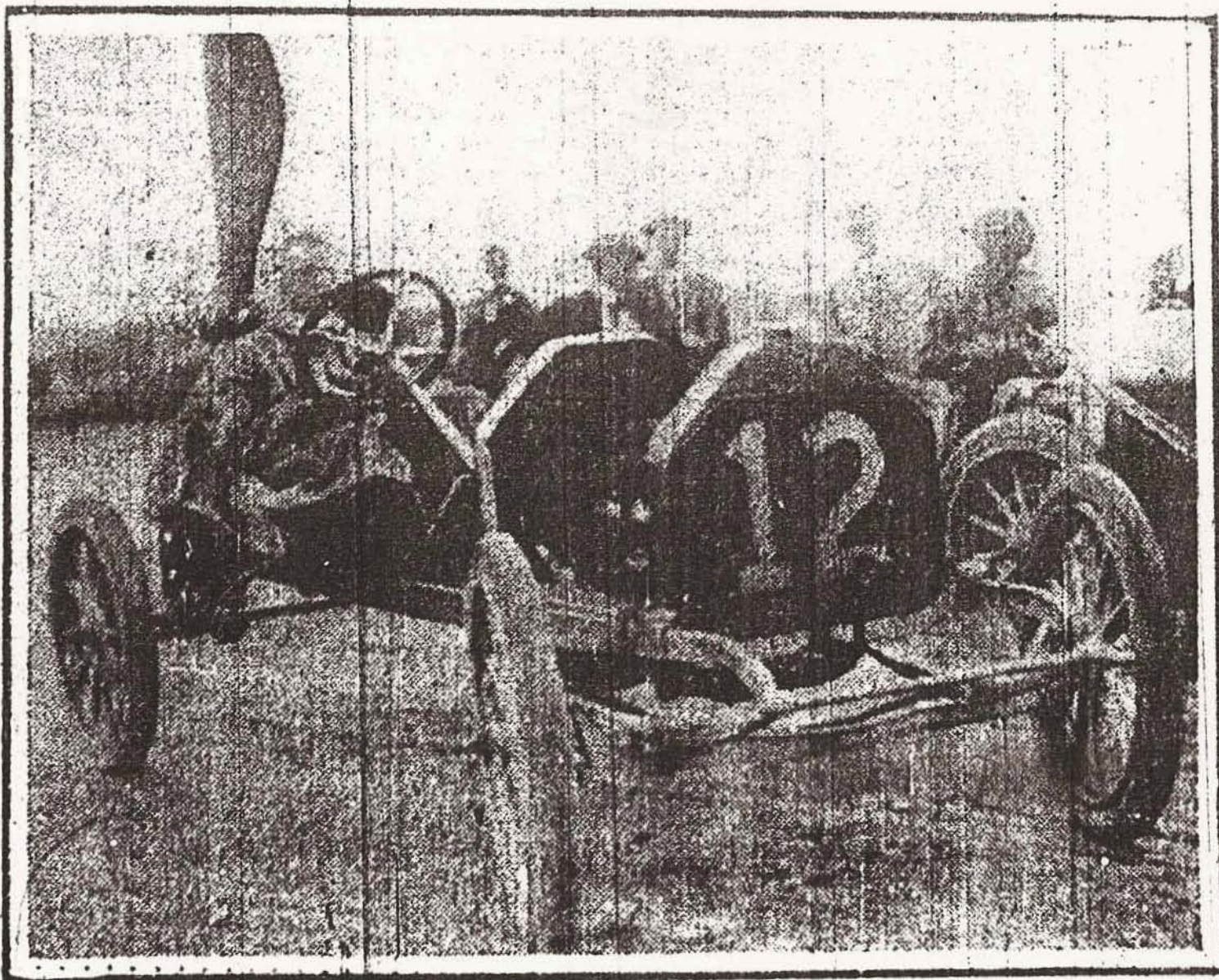
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# AVIATION OFFICIAL IN WIND WAGON

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A. B. LAMBERT, PRESIDENT OF THE AERO CLUB OF ST. LOUIS.

Mr. Lambert, representing the Aero Club of America, operates the altimeter during the flights for height at the speedway aviation meeting this week and his

Clay birds began this morning at Club, the occasion the annual shoot. Shooters' League the American Tra

Ten events were consisting of two amateurs. The pro to shoot for target pete for purses. contested for dis marksmen were to champion diamond amateurs were to trophy, donated by the regular progr

On tomorrow, tu tuer two-man v with it the league tested for by the regular card the the secretary's cu H. W. Denny. T prevail that ruled president's cup. meeting of the 1 o'clock tonight a

Twenty-five mar two events that w ing. Each shot scores follow

Winstor, 34, Lo ton, 27, Beers, 24 Stravito, 23, F Crosby, 40, Perry Peck, 35, Holadg Kanouse, 35, Os Hearsey, 34, Ho Hallis, 30.

INDIANAPO



and the biplane for his "rollers" he cut circles, dipped downward, shot upward and ended his fancy work with a figure eight.

Short turns and the careening of the ship caused the crowd to hold its breath, but there was no accident. In store, for Brookins again showed his mastery of the air when he flitted to the earth, landing near the memorial.

This flight was followed by the closing event of the afternoon, in which Brookins sought an altitude of more than two thousand feet. He rose rapidly and the first time he came around the course the flight of his machine was made known by the gentle buzzing of the machinery, which when he started, was a worry-rattle and knocking.

### Goes Up Rapidly.

As he finished his first lap his height was estimated at three hundred feet. After he had been in the air 8 minutes and 10 seconds, his altitude was announced as 1,408 feet and he was still rising for higher regions.

As he climbed toward the clouds his machine looked like a speck above the ground. His journey to the north end of the flying ground gave the spectators a chance to witness the maneuvering of the machine. Again he soared around the grand stand and the buzzing of the engine sounded like the hum of a distant bee. He landed after being in the air 27 minutes and reaching a height of 2,000 feet.

It was officially announced that on his second round, Brookins had been in the air 2 minutes and 20 seconds and was at a height of 395 feet; third round, time, 7 minutes and 10 seconds, height 1,422 feet; fourth and last round, 12 minutes and 45 seconds, height 2,083 feet.

This altitude was reached in the face of varying air currents, which Orville Wright declared made aviation uncertain at that time.

### Crowd Inspects Machine.

Following the spectacular flights of the afternoon, the crowd got a chance to view a biplane and the young master of it at the same time. One of the Wright machines was rolled around in front of the west grand stand, and spectators from all of the seating places came trooping out to see it. After much persuasion Brookins was induced to climb to the speedway curbing, where he received the plaudits of the crowd. Brookins was visibly much more affected by this little ceremony than he had been by any of his high flights. Being a hero was something new to him, for he blushed.

Brookins was introduced by Frank L. Albert as one of the coming aviators of the world and the future champion of the highest of the high flyers.

There were insistent cries for the

Wright others, but they were out of the averaging field looking after matters of their own. They were apparently ward about meeting their admirers as they had been when they returned from their notable trip abroad, and the spectators were compelled to look at the famous wizards of the air without getting a look at the famous wizards of the air.

### Yesterday's Race Results.

Summaries of yesterday afternoon's events:

First Event—Brookins, Wright biplane. Nine miles, 15:02.

Second Event—Brookins, Wright biplane. Contest with Baumhofer in speed wagon. Brookins wins. Time of biplane for one lap of 2 1/4 miles, 4:58.

Third Event—Brookins, Wright biplane. Exhibition of fancy maneuvering. Time, 8:34.

Fourth Event—Brookins, Wright biplane. Altitude, 2,083 feet. Time, 20.

### AIRSHIPS AT LOUISVILLE.

### Curtiss and Hamilton to Make Flights Saturday and Sunday.

Immediately following the aviation meet now in progress at the Indianapolis motor speedway this section of the country will be the scene of another exhibition by the flyers, this time at Louisville on next Saturday and Sunday, when, under the auspices of the Times of that city, Glenn H. Curtiss, Charles K. Hamilton and J. C. "Doc" Mack, of the famous Curtiss team, will be for the Kentucky. Besides these three there are expected also Horace H. Wild and Carl S. Bates, of Chicago, in the new Montgomery aeroplanes.

None of the Wright machines now exhibiting in this city will compete in the Louisville meet, but the Curtiss aviators are expected to perform wonders and Curtiss has announced his intention of going after the altitude record established here this week by Walter Brookins. The Curtiss flyers, especially Glenn H. Curtiss, himself, and Hamilton, have recently won international fame, the first by his record flight from Albany to New York and Hamilton by his trip from New York to Philadelphia and return on Monday of this week.

The meet at Louisville will be pulled off at the historic Churchill Downs race track, with its noted infield on which the turf is as level as a floor and in which there is not a single tree or building to obstruct the view. Every railroad and interurban line in Kentucky and southern Indiana has made reduced rates for the Louisville aerial event and nearly all of them will run cheap excursions on Sunday, one of which, on the Big Four, will run from Indianapolis.

An extra feature is the motorcycle

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...ship caused the crowd to hold its  
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...store, for Brookins again showed his  
...mastery of the air when he fitted to the  
...north, landing near the memorial.

...followed by the closing  
...afternoon, in which Brookins  
...sought an altitude of more than two thou-  
...sand feet. He rose rapidly and the first  
...time he came around the course the flight  
...of his machine was made known by the  
...gentle buzzing of the machinery which,  
...when he started, was a worrying rattle  
...and knocking.

#### Goes Up Rapidly.

As he finished his first lap his height was estimated at three hundred feet. After he had been in the air, 8 minutes and 10 seconds, his altitude was announced as 1,408 feet and he was still nosing for higher regions.

As he climbed toward the clouds his machine looked like a skeleton above the horizon. A journey to the north end of the main building around gave the spectators a good view of the machine as it sailed around in front of the main building. The buzzing of the motor sounded like the hum of a distant mill. He landed after being in the air twenty minutes and reaching a height of 2,082 feet.

It was officially announced that on his second round, Brookins had been in the air 2 minutes and 20 seconds and was at a height of 395 feet. Third round, time 7 minutes and 10 seconds, height 1,320

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#### AIRSHIPS AT LOUISVILLE

Curtiss and Hamilton  
Sat. Day and Sunday

Immediately following the aviation meet now in progress at the Indianapolis motor speedway this section of the country will be the scene of another exhibition. This time it is Louisville on next Saturday and Sunday. Under the auspices of the Louisville city, Glenn H. Curtiss, Charles K. Hamilton and J. C. "Bird" Mars, of the famous Curtiss team, will be for the Kentucky wing. Besides these three there are a

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The third event was to have been an exhibition between two aeroplanes piloted by Welsh and Brookins, but the former alighted shortly after his associate had got under way. Welsh's craft behaved well at the outset, then swept down until it hovered above the earth at a distance not to exceed ten feet. Up it rose to the astonishment of all and he appeared to be having success when a small

third lap he estimated that the youth had attained an altitude of 2,000 feet. The device showed 2,023 feet. Brookins had been gone 12 minutes and 45 seconds. Shortly after he shut off his motor a little and rapidly descended many feet, the machine looming larger and larger. At the end of the fourth lap Brookins was not more than 100 feet away, and when he had circled the course once more, he

Athwart the empty blue I rest  
On double wings of silk and steel.  
Beside me throng the wandering clouds,  
And frightened eagles round me wheel.

To wide horizons never crossed  
A level path lies clear for me;  
Above the slopes of doming sky,  
Below, the fields of wrinkled sea.

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