

FLIES FROM NEW YORK TO PHILADELPHIA AND BACK: FOUR RECORDS ARE BROKEN AT LOCAL SPEEDWAY

HAMILTON'S FLIGHT INTER-CITY RECORD

Aviator Makes Cross-Country Voyage From New York to Philadelphia and Return.

EVEN BALKY ENGINE FAILS TO CHEAT HIM OF VICTORY

Lands Near Final Goal. Makes Repairs and Forces Ahead, Winning \$10,000 Purse.

Air Express Schedule Gotham-Philadelphia

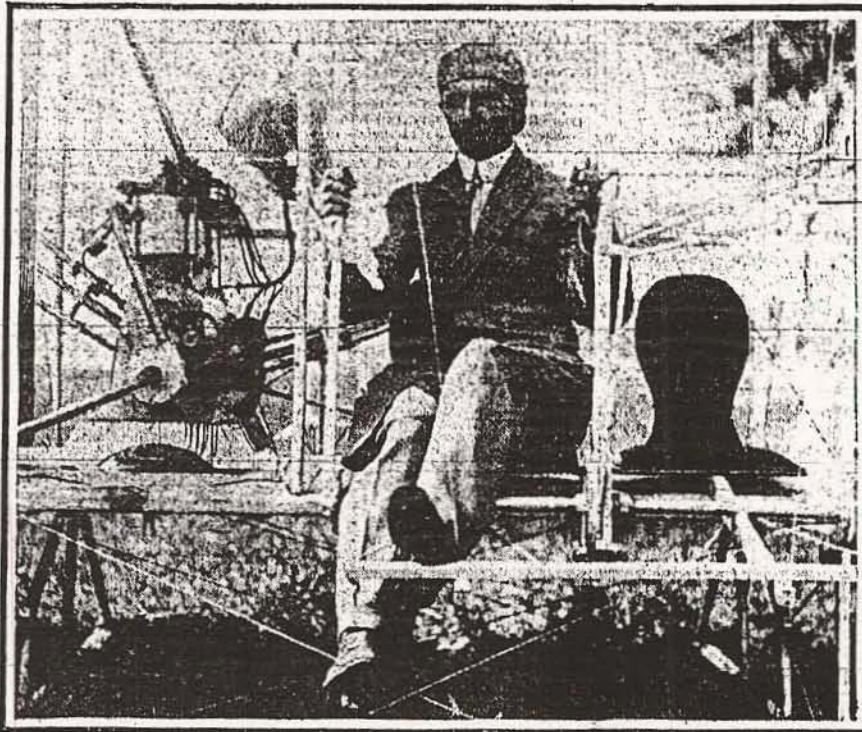
FLIGHT BY C. K. HAMILTON.
Leaves Governors Island 7:35 a. m.
Alights Philadelphia 9:25 a. m.
Distance, 88 miles; time in continuous flight, 1 hour 51 minutes.
Stop at Philadelphia 2 hours 7 minutes.
Starts return trip 11:33 a. m.
Lands South Amboy, N. J., to repair engine, 12:55 p. m., due to foul spark plugs.
Leaves South Amboy 6:20 p. m.
Lands at Governors Island 6:30 p. m.
Return trip, actual flying time, 1 hour 36 minutes.
Average speed returning trip, 54.96 miles per hour, breaking all American cross-country records.
Hamilton carried messages from mayor of New York to mayor of Philadelphia, and from the editor of the New York Times to the editor of the Philadelphia Public Ledger, and returning messages.
Flight wins purse of \$10,000, offered by the two papers mentioned.

NEW YORK, June 12.—Charles K. Hamilton arose from Governors Island in an aeroplane this morning and sped without a break eighty-eight miles to Philadelphia in a remarkable cross-country flight, under the auspices of the New York Times and the Philadelphia Public Ledger. He made the trip in 1 hour and 51 minutes, leaving Governors Island at 7:35 a'clock and landing at Philadelphia at 9:25.
Alighting at Aviation Field, he delivered letters from Governor Hughes and Mayor Gaynor to Governor Stuart and Mayor Keyburn, accepted messages of congratulation from them to bear in return and started for New York again with only brief intermission for food, fuel and oil.
Hamilton had flown approximately seventy miles of his return journey when a sluggish motor drove him to descend in a swamp near South Amboy, N. J., at 12:55 p. m.
The propeller was broken there in landing, but after repairs had been made, Hamilton resumed his flight at 6:20 and landed at Governors Island at 6:30.
Thus the return trip was made in 1 hour and 36 minutes at an estimated average speed of 54.96 miles an hour, which breaks the record made in the Curtiss flight from Albany to New York.

Haste Cause of His Trouble.

That Hamilton did not make the return trip as easily as the outgoing trip was due to an omission caused by his haste. In his hurry to get away he neglected to clean his spark plugs, they fouled, the engine balked, and he had to come down to the banks of the Raritan River, two miles above South Amboy.
Curtiss still holds the official record for speed, but Hamilton today took all American records for cross-country distance and duration, and using his own figures for the return journey, his average speed per mile established a new figure.
The accident to the propeller in the Jersey swamp was the second mishap of the kind during the day, but a telephone call to Governors Island brought a new one by automobile with a new set of spark plugs, and the aviator was able to finish within twelve hours, although twenty-four hours were allowed in the terms of his contract.
First Fast Aerial Mail.

Feature Scenes in Indianapolis Aviation Meeting.



WALTER BROOKINS READY TO START RECORD FLIGHT.



BROOKINS IN MID-AIR.

The upper picture shows Walter S. Brookins at the levers of the Wright biplane, in which he set a new world's altitude record of 4,384½ feet at the Motor Speedway yesterday. In the center is a picture of Brookins in flight as he started on his record-breaking trip. The lower illustration is that of the wreck of the Fisher Indianapolis biplane, which Capt. G. L. Bumbaugh was driving when it turned turtle.

AERO MARKS FALL IN SPEEDWAY MEET

Four World's Records Made by Walter Brookins in Wright Brothers' Biplane.

YOUTHFUL PILOT ASCENDS 4,384 FEET IN FAST TIME

Two Minor Accidents Occur In Program of Ten Awe-Inspiring Events.

New Aviation Records Made at Speedway

Altitude record of 4,384½ feet, by Walter S. Brookins in Wright biplane.
Time record for ascending 2,000 feet, 7:48, by Walter S. Brookins in Wright biplane.
Time record for ascending 4,000 feet, 21:35, by Walter S. Brookins, in Wright biplane.
Novice altitude record of 4,384½ feet, by Walter S. Brookins, in Wright biplane.
American-built aeroplane altitude record in same flight.
Indianapolis Speedway records were set in nearly all events, and these will be subject to future contest.

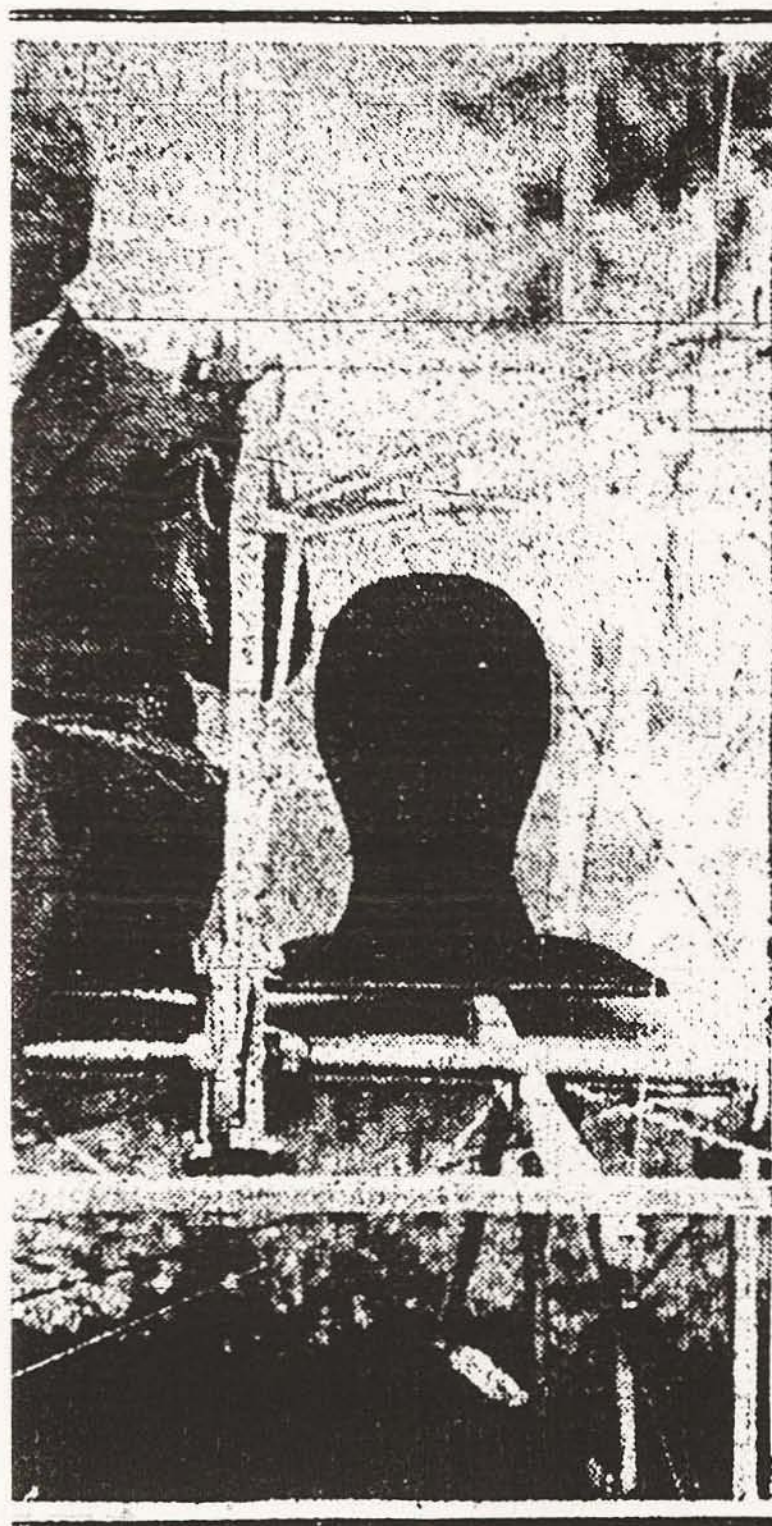
Four world's records were written into aerial navigation history at the opening of the Indianapolis Motor Speedway aviation meeting yesterday afternoon, when Walter S. Brookins of Dayton, a youngster of 21 years, in a Wright biplane, ascended to the height of 4,384½ feet in a successful flight that lasted thirty minutes and twenty seconds. He broke all time records for ascending the 2,000-foot distance, as well as for the 4,000-foot distance, and established a new altitude record for a novice at the same time. Brookins started his aviation career in March, and Wilbur Wright yesterday pronounced him the most successful young aviator the world has ever known. The former altitude record of 4,165 feet was made by Louis Paulhan at Los Angeles Jan. 12, 1910.

In a program of ten flights, a small audience found, thrill after thrill as the great white man-birds rose gracefully from the morass and circled the air in complete control of the operators, finally landing with the ease of an eagle soaring from a mountain height. Two accidents marred the afternoon's sport. Capt. G. L. Bumbaugh, in a Fisher Indianapolis biplane, started a trial flight and his machine was demolished after a short run. The pilot was badly shaken up and bruised, but not seriously injured. After the regular flights of the afternoon, and while preparing for a flight to carry J. A. Allison of the Speedway, a Wright biplane caught fire from a gasoline explosion, but the flames were extinguished without great damage being done to the machine and no one was injured.

Brookins Makes Two Trials.

Brookins, in an earlier attempt, had ascended 2,003 feet, thereby establishing three records. It was the greatest altitude attained by a novice; the greatest ever made in an American-constructed aeroplane, and was the highest ascension to the credit of the Speedway here. Half an hour later, the young Wright pilot, beginning a second trial for altitude flight, sailed up through the air at an astonishing rate of speed. The machine was equipped with a Richard-recording anemometer, a machine to note altitude, while on the course the Wright biplane and A. R. Lambert, president of the St. Louis Aero Club, and official representative of the Aero Club of America, made observations with the Wright device.
Conditions were ideal for flying, and as Brookins, the most advanced pupil of the Wrights, ascended higher and higher at remarkable velocity, spectators eyed the little ship, which appeared against the horizon as a great hawk, with considerable hope. Yet there was no thought, even on the part of the Dayton inventor, that their young pupil was about to set a new world's mark for height attained in a heavier-than-air craft.
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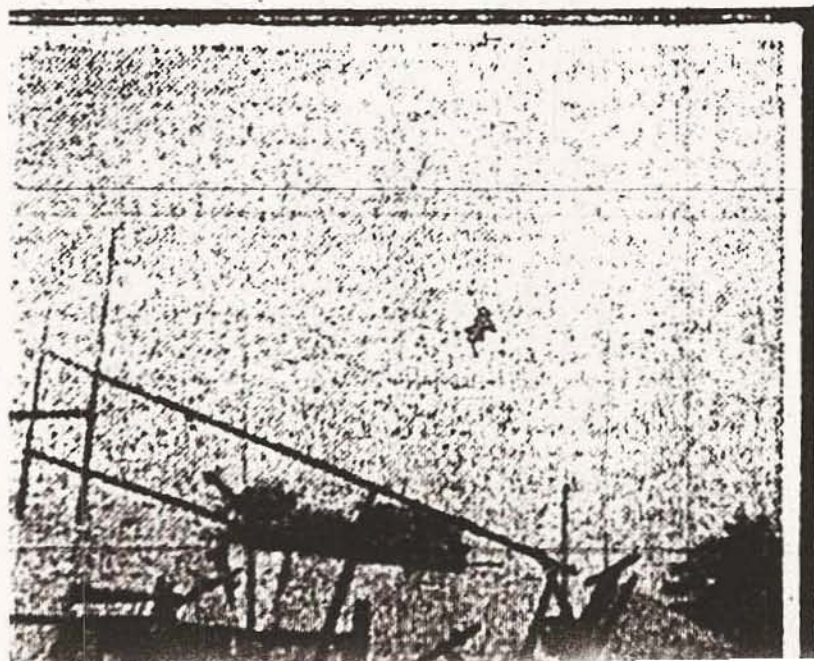
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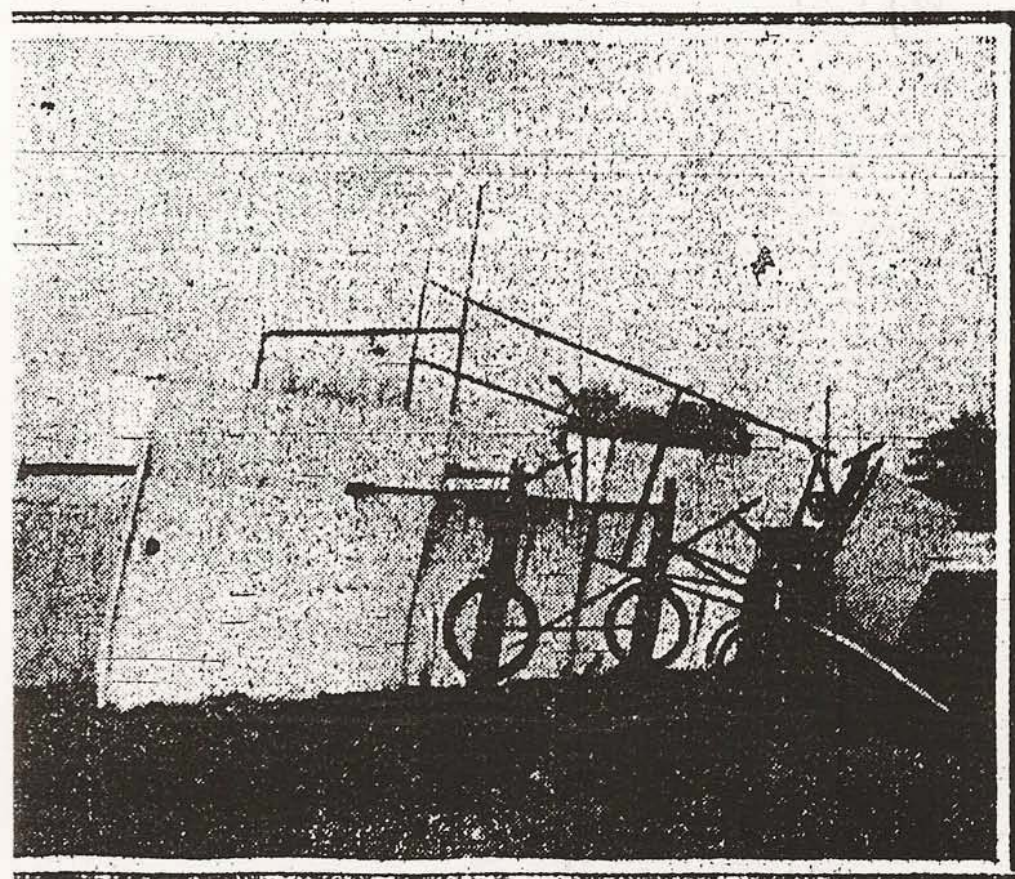
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JOKINS IN MIDAIR.



CAPT. G. L. BUMBAUGH'S WRECKED BIPLANE.

But when the river to cross, roofs, factory chimneys, all a city to fly over. In passing through the city the engineer had slowed down a little and the aeroplane began to gain. Mrs. Hamilton and Mrs. Beaudette ran to the forward coach for a better view. An ambitious photographer climbed on to the tender. Mrs. Hamilton scrambled after him.

Not to be outdone, Mrs. Beaudette started to join her unassisted. A dozen hands were stretched in aid and in a moment the delicate old lady was seated beside her daughter-in-law in the dust and grime, waving happily to her son. He saw her and for the first time waved back. Three times during the trip they exchanged signals.

Hamilton himself was barely visible aloft. The outline of his legs against the sky could be seen and the hands grasping the steering wheel were silhouetted at certain angles, but for the most part it seemed as if the aeroplane were alive, guiding as well as propelling itself. When the train ran ahead of him and then slowed down to let him catch up the incessant musketry fire of his motor could be heard faintly. It seemed a little irregular, but nobody guessed the truth until Hamilton told it to his mechanic.

One Cylinder Gives Out.

When he was 1,500 feet above the waters of the Kill von Kull—so high that he could not see the Jersey shores through the fog—one of his eight cylinders went back on him and never picked up again for his whole journey.

All along the line crowds were gathered at every station and crossing. Gangs of section men laid down their picks and shovels. Engineers of trains rushing in

wreck of the Fisher Indianapolis biplane, which Capt. G. L. Bumbaugh was driving when it turned turtle.

the opposite direction deserted their seats and piled over on the fireman's side of the cab. Brakemen on freight trains waved their hats. Passengers crowded the platforms and crammed the windows of their cars. Then, as the territory grew more populous, factory whistles began to blow a succession of short, nervous blasts, while mill hands swarmed from the doors like ants.

In the gestures of all these segments of humanity of different ages, sexes and callings, there was a curious unanimity. And all stood rooted to the ground with heads back and one arm, tipped by the extended index finger, pointed straight upward. They looked as if they had been planted and would never move again.

Animals Amazed—as Mankind.

Animals were no less amazed than mankind. Horses kicked up their heels and ran for the far corners of the pastures. Cows stared in slow, bovine wonderment, and sometimes bellowed. A flock of chickens overshadowed by this huge hawk with the terrible voice, scurried squawking to cover.

Nobody saw all these little things with more pleasure than Isaac Ludlow, a New York lawyer, who was crippled for life when aviation was in its infancy in experimenting with a gliding machine of his own invention, which he had towed by an automobile. It was in Ludlow's glider that Hamilton made his first ascent in a heavier than air machine, when he was only a boy.

"This vindicates my faith," said Mr. Ludlow. "I am glad I lived to see it. My own injuries were worth the cost if I

biplane, started a trial flight and his machine was demolished after a short run. The pilot was badly shaken up and bruised, but not seriously injured. After the regular flights of the afternoon, and while preparing for a flight to carry J. A. Allison of the Speedway, a Wright biplane caught fire from a gasoline explosion, but the flames were extinguished without great damage being done to the machine and no one was injured.

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When Brookins had been in the air a little more than a minute, Wilbur Wright, the older of the brothers who eagerly observed the skimming ship far up in the sky, estimated that it had reached a height of 350 feet. Brookins at this time was circling the entire aeroplane course, gracefully rounding the curves and seemingly having the machine perfectly under control. The youthful aviator had been aloft three minutes and thirty-two seconds when accurate computations were made by Wilbur and Orville Wright and by Mr. Lambert. These figures showed the altitude attained was 960 feet.

Still soaring majestically against a clear sky, Brookins continued to ascend higher and higher and at a pace which opened the eyes of all. He fairly seemed to shoot into the sky above him with bursts of speed not believed to be possessed by aeroplanes. At the end of seven minutes and forty seconds the altitude was again judged, and was shown to be 1,876 feet.

Wilbur Grows Hopeful.

Brookins then flew far to the south, still heading upward. "He is knocking all records silly," declared Wilbur Wright as, with admiration beaming from every feature, he gazed at the Dayton young man who has not been in the air fifteen hours in his whole life, and who began his study of aviation only last March. "He's going forty miles an hour," the air wizard continued. "How could a gun swat that?"

On and on the craft cleaved its way through the air in its even, beautiful course. As it continued still higher, the buzz-buzz of the busy little motor began to grow fainter and fainter until it barely could be heard. About this time there was a feeling that aviation history was in the making. Spectators and officials were estimating that the youth had attained an altitude of 3,000 feet.

Brookins had been gone from the ground just 17 minutes and 50 seconds when he passed over the heads of the altitude-takers, who were lying on the ground—that's the only way accurately to compute the distance, according to President Lambert. Figures were compared and it was given out that the machine was 3,476 feet in the air and constantly going higher. Cheers greeted this announcement, as it was realized a new altitude mark for the Speedway had been made for the third time in three days by young Brookins.

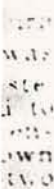
Brilliant flashes of the sun's rays upon the anemometer at frequent intervals kept the eyes of the spectators fastened on the intrepid boy who, far above their heads, was carving a place for his name in the annals of aviation. The little instrument was being tossed back and forth by the breeze, and at the end of the epoch-making flight was found to have been of little

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Aviators Fly at Will on Speedway Course

TRY FOR MORE RECORDS

AVIATORS TO BE BUSY TODAY

WILL TRY TO BREAK MARK FOR ALTITUDE SET YESTERDAY—SIX SPEEDWAY EVENTS ON CARD.

Today's Aero Card at the Speedway

Exhibition by Johnstone in Wright biplane, five laps.
Exhibition of same kind by La Chappelle.
Qualify start by Brookins and Welsh in Wright biplane.
Short circle flight for record.
Pursuit race, Brookins, Welsh and La Chappelle in Wright biplane.
Match race, Brookins and Welsh.
Record trial for altitude to break world's record of 4,334 feet, made by Brookins in Wright biplane yesterday.

Six events are listed in the aviation meeting card at the Indianapolis Motor Speedway today. The program opens at 2 o'clock this afternoon with exhibition flights by two of the Wright aviators and the race events follow. Trials will be made to break records which stand in the aeroplane sport world.

The altitude record trial gives promise of being the most sensational event, as Brookins yesterday set a mark which will be hard to beat. Wilbur Wright is optimistic and believes the mile-high mark will be established before the week ends. Lincoln Beachey with his monoplane and other aviators will be ready for action today and may be seen in the match races and other events.

Call Course Ideal.

The course is pronounced ideal by the aviators and if the weather today is as favorable as that of yesterday it is safe to say some startling performances will be offered.

Those attending the first day's program were not disappointed. The events were run off in a routine manner which proved satisfactory to all. Only one or two interruptions of noticeable length occurred. That was when some alterations had to be made on the craft.

Officials and spectators were pleased with the success of yesterday's meet. All were impressed by the manner in which the machines, each time without fail, successfully soared after leaving the monoplane. The aeroplanes are brought from the aerodrome on wheels which are removed as the ships are placed on the monoplane.

It is a question of a few seconds only until the crowd will see the aviators. The aviator takes his seat, some one runs along to guide a wing, and when the engine begins its flight. The entire process is simple and effective.

MANY AERO MEN HERE.

Visitors Come From Many Points for Events at Speedway.

Men well known in the auto and aero fields came from far and near yesterday for the opening day's Speedway program. The majority will remain for the entire week; some already have left the city.

Among those present were Eugene Brown, president of the Aero Club; J. J. Casselle and F. J. Kanne, committee from the Peoria Aero Club; Frank L. Albert, Chicago representative of the Wright Company, contracting agent and promoter of meets for the Wrights; George B. Harrison of Los Angeles, Cal., amateur balloonist; Albert J. Lambert, president of the St. Louis Aero Club; A. P. Warner of the Warner Instrument Company of Belmont, Wis.; A. B. Cadman, superintendent of the same company, and Angus Smith and H. B. Patton of Detroit.

Carl Fisher, Aviating, Finds Big Bump in Air

"I've had a lot of respect for the Wright brothers for a long time," said Carl G. Fisher, president of the Motor Speedway yesterday, as he left the aeroplane after a ride with Orville Wright, "but I never had half as much as I have now."

Speedway head wore a smile of satisfaction and happiness mingled. He was satisfied because he had availed himself of a happy chance to see on solid ground.

"I've enough," he announced, "and, believe me, it is a long time. I never had things up to a caution and if there are no dents in the framework where I had it, I think it is because I couldn't squeeze hard enough. I bump in the air up there somewhere. I don't know exactly what it was, but it made an impression on me. Mr. Wright says it was a small bump, but I am not so sure about the small part of it."

Daring Aviator and Route of Long Cross-Country Flight.



Aero Marks Fall in Speedway Meet

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use. Orville Wright said it was not tied securely enough to the ship.

Higher and higher the Dayton-made aeroplane shot upward into the atmosphere, peacefully sailing to the utmost contentment and expressed approval of the people thousands of feet beneath. "The machine looks like it is standing still," Wilbur Wright said about this time to a little bunch of anti-aerialists who stood at his side to declare their satisfaction with the performance of his craft and to match their enthusiasm with his. Nevertheless, when at the end of 23 minutes and 30 seconds, figures were obtained, it was demonstrated that Brookins had remained stationary in the sky. The device registered 4,157 feet.

Paulhan Mark Shattered.

"Paulhan's beacon," shouted the Wright brothers, little corps of aviators, while Roy Knabenshue, director of contests for the inventors, the man who has worked hard for the success of the Wright craft, fairly beamed his pleasure. "No it, boy," said Wright, "it is the far-distant youth. Paulhan's record had been surpassed by just twenty-two feet."

But still onward Brookins appeared to be carried by the breeze. Now he flew away to the south after passing over the judges and other back of the observers' stand. Then, circling, the pilot, swung around to the east, traveled north and again journeyed above the men who, with rapid attention, were feasting their eyes on the remarkable maneuvering of the Ohio youth. Half a minute after he had secured the observers that he had shattered the world's record held by the daring Frenchman, Brookins was seen to be soaring at the height of 4,334 feet. The enthusiasm of the Wright adherents knew no bounds.

Having made history by a performance perhaps never dreamed of even by his recovered teachers, Wilbur and Orville Wright, young Brookins appeared content with his triumph and indulged in a long trip around the course. He may have ascended still higher, but figures do not and will not record it. The aviator had passed above the last time in that flight and there is no other method of reckoning the distance. He flew to the north again and then to the west, where he left the Speedway in a magnificent and uneventful post-record flight. For more than

no more than a few feet above the road. The motor gradually hushed and in a trice the runners had struck the grass and shortly after the machine came to a stop. Content and with little smile playing about his lips, Brookins, now ranking with the world's most successful aviators, sprang lightly from his seat.

Wrights Offer Hand.

Orville Wright, rushing up, grasped his fellow townsman, pupil and friend by the hand and pressed it vigorously. "Congratulations," was all he said, but there was an earnestness in the tone that conveyed a great deal to those who overheard the single word. Then came Wilbur Wright, Coffey, Welsh, Johnstone and the other Wright pupils. Roy Knabenshue, too, was more than proud of the neophyte. Altogether, Brookins was in the air 30 minutes and 22 seconds, longer than he ever had been before on any one trip. Officially Brookins is a novice, having flown only about fifteen hours altogether, but needless to say he impressed everyone with the idea that as far as ability and skill in managing an aeroplane are concerned, he is a professional. His record of 2,478 feet altitude, made at the third observation, astonished the Wrights, who never had seen such height attained.

The air's pretty cold up there," Brookins quietly said, after his hand had been wrung by all his friends and acquaintances and by many he had never seen before in life. "My right hand became numb shortly after I had been up and I had to rub it against the lever time and again. The left was almost as bad, but I did not permit it to get cramped."

"Could you have gone higher?" "Sure," was the answer in a modest tone. "But I didn't feel that it was necessary. I knew I was going mighty high right at the start, and then I kept the 'headliner' in the five hours' When I was in the south I got lost. I saw things below me I never had seen before."

Carl Fisher Rides.

Brookins was only one of several to bring fame to the Wrights on the first day of the motor aviation meeting. It was an afternoon of triumph for the Dayton aviators, with their most advanced student achieving the greatest honors. It was the "headliner" in the five hours' aeroplane performance staged by the Wright brothers. The brothers themselves made no attempt at flights during the regular program, although Orville flew later, carrying Carl G. Fisher for a brief ride. And only a few of the Wrights and young aviators left the ground.

The Wright machines, which had been carefully got into shape and with which every precaution was taken before they were allowed to attempt to quit the ground

the ground for a few yards before the aeroplane came to a stop unharmed.

Mentioning another of the three ships the Wrights men used during the afternoon had been inspected, then placed on the monoplane. Advised by Brookins that conditions for flying were ideal, Welsh, who advanced Wright pupil next to Brookins, took the air at 3:04, while pulleys were set under the first craft, and it was hauled to the monoplane to be prepared for another flight soon. Welsh covered only a lap and a quarter, then descended. Officials stated that he would be given no credit for the flight, inasmuch as he did not pass over the starting place on his trip around the course, nor did he land at the point at which he began his trip.

Welsh left the monoplane before the aeroplane had reached the end of it. This was thought to be due to the uneven condition of the ground there, so the rail was transferred to a few feet north—this was easy, as it was transplanted in sections by various helpers. The monoplane, now on even turf, lay north and south as Brookins, tossing aside his cigarette, mounted the machine at 3:16 for the third event. This time he flew higher than before, ascending perhaps 200 feet. He came down a little at the end of the first lap. On the second lap around the course he astonished all by his expert maneuvering, making sharp turns, shooting suddenly downward, veering the craft and executing other movements. It was solely an exhibition of skill and control by the aviator over the aeroplane.

Work Shows Cleverness.

His work was really brilliant and might well have procured the success of the exhibition. Welsh and Johnstone took one aeroplane, while the other was in charge of Brookins and Coffey. The former pair negotiated the first lap in 1 minute and 45 seconds, which was the best time ever made on the Speedway. It is thought, by an airship carrying a passenger, that the two machines left the monoplane before they reached the terminus, but this did not militate against successful flights. It seems that the sections of the rail did not join each other as close and as perfectly as they should.

Both aeroplanes flew about the course, Brookins and his associate being the first to come to earth, after hovering about the center of the field. Johnstone and the other Wright pupils followed. In the fifth event, Brookins was successful in his attempt to break his record. Obeying Orville Wright's order to "show 'em something," Brookins soared to 2,547 feet on his first lap. On the second he ascended to 1,124 feet, then shortening his circles he began flying about the center of the field, and soon

Hamilton's Flight Inter-City Record

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could inspire another to such successful achievements. The train was nearing Trenton, and Hamilton began to mount higher and higher. Here was the worst spot of his journey. Here was the wide Delaware river to cross with steep banks at either side; here was a broad city with no path dividing it but the railway tracks; and here was the possible danger of those erratic air currents that often follow a river. Moreover, the railroad tracks were strewn in all ways up and spanned by frequent bridges.

Falls to Make High Clearance.

Hamilton planned to go up 3,000 feet in crossing Trenton. In fact, he rose only to some 500.

"When I began to climb," he said later, "I found the wind blowing in a proper way and blowing much harder, too. Throughout my trip it was the same way. That is why I flew at a nearly uniform level of 500 feet."

The theory of those ascents over an obstacle of wide area but of insignificant height is that in a proper way the aviator, the aviator can move forward three and one-half feet for every foot he descends so that if he only goes up high enough he can safely clear the obstacle. Hamilton's flight was a case of clearing his danger path, even should his motor suddenly fail.

Now the train was beginning to fit through the suburbs of Philadelphia. The crowds increased until they hid the hill-sides and fringed the roofs like black nettles.

Hamilton left the train's right of way to go to the aviation field. Instead of alighting, he circled the field four times slowly, gave the people a full chance to see him and then settled with a dive that made the crowd catch its breath.

Men, women, and children rushed for him as soon as he settled, and it took all the bigger men of a big squad of mounted police to protect him and his machine.

Hamilton stopped to take a drink and a dipper. Mayor Heyburn and Governor Stuart were there to exchange messages for those carried by Hamilton from Governor Hughes and Mayor Gayman. Hamilton hurried away in an automobile for a cup of coffee as soon as he could dispense decently with the formalities.

Freshly women rushed up to the car, spattering enthusiasm and eager to shake his hand.

When he resumed his flight he was off before the special train could be disengaged from the yard where it was sidetracked. It looked like rain and Hamilton hurried to take a precaution that later cost him an unwilling descent. He forgot to clean his spark plug.

There was no sign of anything wrong, however, as he soared straight into the distance and in five minutes he had vanished in the haze.

Train Races to Catch Up.

The special train was ten minutes late in getting to the field. There followed the most exciting incident of the day, at least for the spectators. For thirty minutes, the special train after the aeroplane, a speedily moving, a twenty-five mile an hour before Hamilton was sighted. At the end of the twentieth mile the train was abreast of him, two miles from the end of the race. Hamilton had a quartering wind on the home trip and was making better time. In the first hour he covered 52.1 miles. In the second hour he covered 52.1 miles. In the third hour he covered 52.1 miles. In the fourth hour he covered 52.1 miles. In the fifth hour he covered 52.1 miles. In the sixth hour he covered 52.1 miles. In the seventh hour he covered 52.1 miles. In the eighth hour he covered 52.1 miles. In the ninth hour he covered 52.1 miles. In the tenth hour he covered 52.1 miles. In the eleventh hour he covered 52.1 miles. In the twelfth hour he covered 52.1 miles. In the thirteenth hour he covered 52.1 miles. In the fourteenth hour he covered 52.1 miles. In the fifteenth hour he covered 52.1 miles. In the sixteenth hour he covered 52.1 miles. In the seventeenth hour he covered 52.1 miles. In the eighteenth hour he covered 52.1 miles. In the nineteenth hour he covered 52.1 miles. In the twentieth hour he covered 52.1 miles. In the twenty-first hour he covered 52.1 miles. In the twenty-second hour he covered 52.1 miles. In the twenty-third hour he covered 52.1 miles. In the twenty-fourth hour he covered 52.1 miles. In the twenty-fifth hour he covered 52.1 miles. In the twenty-sixth hour he covered 52.1 miles. In the twenty-seventh hour he covered 52.1 miles. In the twenty-eighth hour he covered 52.1 miles. In the twenty-ninth hour he covered 52.1 miles. In the thirtieth hour he covered 52.1 miles. In the thirty-first hour he covered 52.1 miles. In the thirty-second hour he covered 52.1 miles. In the thirty-third hour he covered 52.1 miles. 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In the ninety-fifth hour he covered 52.1 miles. In the ninety-sixth hour he covered 52.1 miles. In the ninety-seventh hour he covered 52.1 miles. In the ninety-eighth hour he covered 52.1 miles. In the ninety-ninth hour he covered 52.1 miles. In the hundredth hour he covered 52.1 miles.

At Metuchen he averted sharply to the south, away from the railroad tracks, and at Menlo Park, two miles further, was lost to sight behind the trees. When last seen he seemed to be flying lower, as if stopping, when his exhaust became audible, that his engine was "missing" again.

The remainder of his flight was patch work but it brought him safely home. On leaving the field at 5:35, a speak on the Staten Island, crossed the Kill von Kull, whirled over the island, and a quarter of an hour after he had started was in sight on the shore.

To the little knot of faithful who had awaited him on Governors Island, he came at 5:35, a speak on the Staten Island, crossed the Kill von Kull, whirled over the island, and a quarter of an hour after he had started was in sight on the shore.

The vociferous of every vessel in the bay vociferated their applause. In another moment he had landed, thoroughly tired and grumpy, but smiling and content. The crowd swarmed about him but his first concern was to greet his wife, who ran up to kiss him. Then he lit a cigarette.

To his friends who gathered about him he explained his misadventure at South Amboy. When the engine failed, he saw a propeller on the descending to the only level spot available, was badly mired, but must not have terrors for the thousand feet on the mudflats. Hamilton called for volunteers who carried the machine on their shoulders through slush, waist deep to a stretch of level road where he could make a good get-away. With clean spark plugs and a new propeller he had no further trouble.

Orville Wright Makes Two Speedway Flights

Notwithstanding he has no place on the week's Speedway program, Orville Wright yesterday morning and afternoon. On the first occasion he made two circuits of the course, showing

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 Large Cake
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Carl Fisher rides with Orville Wright. George Bumbaugh.

THE INDIANAPOLIS STAR, TUESDAY, JUNE 12, 1910.

Johnson Abandons His Automobile

JOHNSON TAKES FAREWELL SPIN

Whirls Big Racer South to San Jose in Last Joy Ride Before Fight.

REFORM AGITATION WANING

Fails to Find Voice in Pulpits—Smith or Graney May Supplant Rickard.

By H. E. Keough.

SAN FRANCISCO, Cal., June 12.—As this is being written Jack Johnson and the ornamental part of his entourage is somewhere between here and San Jose, where the Santa Clara punter and Umpire Jack Sheridan came from. According to his understanding with Tex Rickard, who fears that something will happen to him, this was, or was to be, the black champion's last day with the terrible machine that possesses his soul; and he framed up with himself to make it a good one.

The trade winds, which are the bête noir of the glorious climate in the summer time as the fogs are in the winter time, were blowing a gale when he set forth from the Seal Rock Hotel to make the forty-mile trip in as much of a hurry as the indulgent authorities and the condition of the road would permit. Some swell eating and speech making were held to await him at the other end. San Jose, which gets only an occasional crack at the more distinguished tourists, was inclined to make the most of the occasion, although remaining true to the popular wish that there will be a colored funeral on July 4.

Johnson is anxious to have it understood that he is sufficiently near perfection to afford, as well as Jeffries, a set-up in his training. He is unwilling to let Jeff get away with anything in any point of comparison. If the white man's hope should take a nose dive to come to town and go to a theater, Johnson would go to two theaters the same night.

Johnson's present weight trembles between 212 and 213 pounds, and as he has set 208 as his best fighting notch, he has nothing to bother about on that score. One day's work would do the best. Tex Rickard was not in town when Jack started out on his farewell joy-ride, which he might have worried last harm should come to his valuable asset.

Gleason Keeps Cheerful.

Jack Gleason, the cheer-up member of the firm, had no ragings.

"If any harm could come to that bird," said Jack, "he would not be here now. He would have broken his neck long ago."

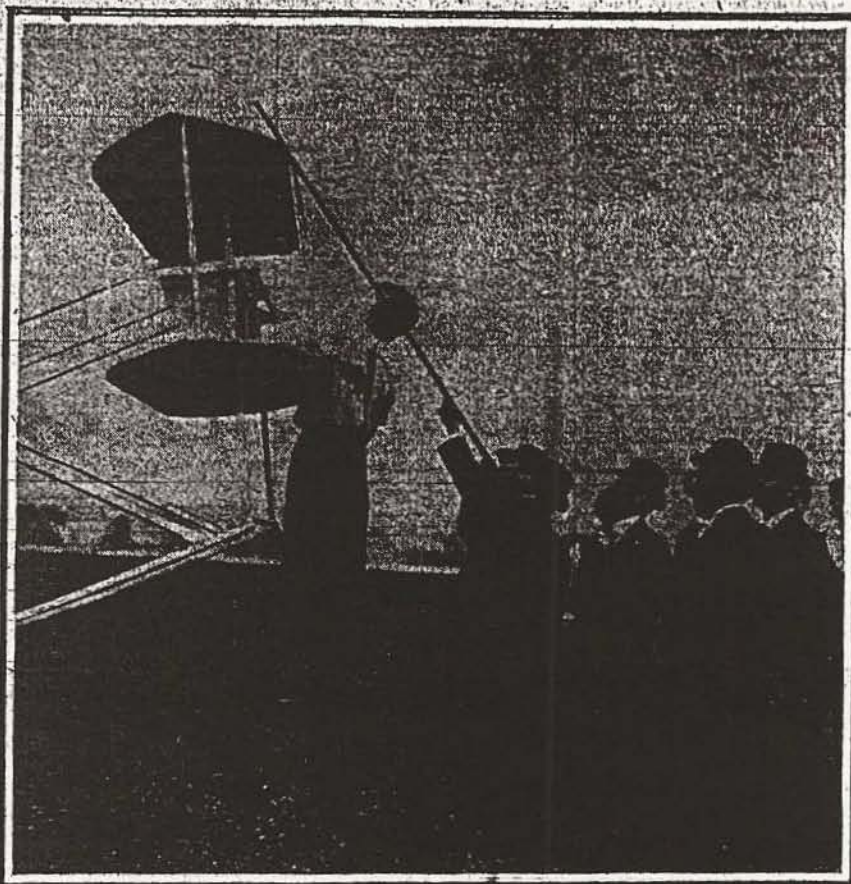
There is talk of another precious wrangle in the Johnson camp. Money Cutler is at present on the job and may take it either way, that he has been chafed or he ran out voluntarily. The earliest explanation of his departure has been that the deliver of Johnson's willpower that the trade winds have chilled his feet and now that Johnson is getting right good he does not care to start and take what Johnson delights to deal out when he wants to make a showing for the people out in front. Cutler has not been quite the same since Johnson dropped the count in a recent spirited setto.

Joe Woodman of Boston, who manages Sam Langford, was shown today a picture with a canvas bag full of 30-cent pieces. He had heard that Johnson remarked, after speaking with Al Kaufmann yesterday, that he thought Kaufmann was a good bet against his fellow dingy and pettifaring rival in next Saturday's fight or contest. Woodman said that Johnson would get Johnson \$10,000 if he really meant it. Woodman thinks Kaufmann will be a pushover for Johnson and that so many are of the same mind that he finds it impossible to get as much as he wants to at any price.

There was no bombardment from the pulpit yesterday against holding the fight or contest, or if there was, it finds no reflection in the newspapers today. Only a short synopsis of one sermon is published, and the tone of that is that it is regrettable that the appearance can be done, to avert calamity. Some hope seems to have been entertained by the organization that Attorney General U. S. Webb would assert his authority and clear the hurdle for the promoters to jump, but that has gone glimmering. Mr. Webb insists that it is not his move, forever he says he would not think of showing the discourtesy to the Governor by taking any form of initiative, and to make it stronger that he is not unfriendly, he said he doesn't see how the fight or contest can be prevented as long as the men are going town—out Marquis of Queensbury rules.

When seen by correspondents, who rallied upon him, the local reporters did not seem to think it worth while. He said: "There is, as far as I see, no reasonable objection to holding this affair in San Francisco. We have been having exhibitions of this nature for years and no one has seemed to think it worth while to raise a cry against them until this one came along. Had the promoters announced

Measuring Altitude Reached in Record Flight.



Willow Wright is seen here sighting along the Wright device for measuring altitude at which aeroplanes are flying. He is getting the position of Brookings and Orville Wright stands immediately behind him, looking up. Aviator Coffey holds the instrument.

GOLFERS WILL CONTEST

SEVENTY-ONE ENTER MEET

PLAYERS TO COMPETE IN NATIONAL TOURNAMENT AT PHILADELPHIA JUNE 14 AND 15-SIX AMATEURS NAMED.

NEW YORK, June 12.—Seventy-one entries, of whom six are amateurs, have been named to play in the national open golf championship on Friday and Saturday at the Philadelphia Cricket Club. The pairings on the first day follow:

Karl Kopper, Albany Country Club, New York, vs. Jimmy Roach, Elkhridge Foxhunting Club, Maryland; George Low, Ballantray Club, New Jersey, vs. Willie Anderson, Philadelphia Cricket Club; William D. Robinson, Country Club of Atlantic City, vs. James C. Green, Cherokee Country Club, Oklahoma; Orrin A. Terry, Canoe Brook Country Club, New Jersey, vs. George Smith, Claremont Cricket Club, Michigan; Macdonald Smith, Claremont Country Club, California, vs. Tom Baumgartner, Houston, M. I. Mueger, Dallas Golf Club, Texas, vs. J. J. McDermott, Merchantsville Field Club, New Jersey; James Doherty, unattached, vs. William Byrne, Overbrook Golf Club, Pennsylvania; Martin T. O'Loughlin, Plainfield Golf Club, New Jersey, vs. A. W. Tillinghast, Philadelphia Cricket Club; W. P. Mackney, unattached, vs. James Robertson, Philadelphia Cricket Club; Wheaton Golf Club, Illinois, vs. Adam O. Green, Hot Springs, Va.; Bob Peabody, Dallas Golf and Cricket Club, Texas, vs. Don George, Hot Springs, Va.; Alex Campbell, County Club, Boston, vs. Walter P. Oatley, Elkhridge Foxhunting Club, Illinois; Mack Hutchinson, Pittsburgh Golf Club, vs. William Thompson, Revere Cricket Club, Massachusetts; Gilbert Nicholls, Wilmington Cricket Club, Delaware, vs. J. Burke, Asenick Golf Club, Pennsylvania; James H. Thompson, Philadelphia Country Club, vs. David Hunt, Jr., Essex Country Cricket Club, New Jersey; Joe Mitchell, Upper Merstair Cricket Club, New Jersey, vs. George Gargant, present champion, Chevy Chase Club, District Columbia; Fred McLeod, St. Louis Cricket Club, vs. R. C. Watson, Westbrook Golf Club, New York; Alex Smith, Wykagyl Cricket Club, New York; Jack Chubb, Forest Hills Foxhunting Club, New Jersey; H. M. Sherwood, Claremont Cricket Club, California, vs. John Hobens, Englewood Golf Club, New Jersey; E. H. Armstrong, Salt Lake Cricket Club, Utah, vs. Sam White, Philmont Cricket Club, Pennsylvania; Herbert Strong, Apawamis Club, New York, vs. Irving Stringer, St. Andrews Golf Club, New York; M. Gordon, Garden City Golf Club, New York, vs. Alex Ross, Braeburn Cricket Club, Massachusetts; H. H. Barker, Garden City Golf Club, New York, vs. Alfred Campbell, Oakhill Cricket Club, New York; J. A. Donaldson, Glenview Club, Illinois, vs. Charles Crick, South Carolina, vs. Thomas Edwards, Charles D. Thom, Shinnecock Hills Golf Club, New York, vs. Ernest Killick, Westchester Golf Club, Connecticut; Frank Peabody, Yale Golf Club, Connecticut, vs. Robert McWalt, Columbia Golf Club, District of Columbia; E. M. Thomson, Knollwood Cricket Club, New York, vs. Peter Robertson, Oakmont Cricket Club, Pennsylvania; Otto C. Haskarth, Westwood Cricket Club, Ohio, vs. W. S. Kelly, New Jersey Golf Club, New Jersey; George Orlick, Ball's Golf Club, Pennsylvania, vs. Dan Housman, South Beach Golf and Cricket Club, Connecticut; C. H. Row, Beaver Valley Cricket Club, Pennsylvania, vs. Thomas Edwards, Hollywood Golf Club, New Jersey; Tom Bonnar, Merion Cricket Club, Pennsylvania, vs. James Campbell, Whitmarsh Valley Golf Club, Pennsylvania; Alex H. Mackie, Foxhills Golf Club, New York, vs. Fred Herrshoff, West Brook Golf Club, New Jersey; Thomas Mulgrove, Charleston Cricket Club, South Carolina, vs. Edgar Horton, Manhattan Golf Club, New York; George Fernis, Richmond Country Cricket Club, New York.

MOORE KEEPS WINNING.

LONDON, June 12.—Judge Moore of New York captured his winnings at the International Horse Show today. His horse Thorough captured first, and his White Wall Ariel, third prize in the class for single harness horses over fourteen, and not exceeding fifteen bays, shown to a two-wheel carriage. Judge Moore also secured second and third honors in the judging of pairs of harness horses over fifteen and not exceeding fifteen and two-ten bays.

Young Flyer Wears Smile of Victory.

DR. OSBORN



BUILD UP NERVE VITALITY THEIR MIND

CONSULTATION AND ADV

BLOOD POISON, SKIN DISEASES, mouth or throat, swollen glands, must per colored spots, rheumatic pains, nervousness. My treatment, often out to 20 days, in one would know to cure after it occurs at St. Louis, Mo. oral medicine. The treatment I give and acts so fast in getting the patient will see improvement as soon as you take, creates fresh pure blood to form, so there is no comeback. When cured.

HYPERURICEMIA, KIDNEY, BLADDER, enlarged glands, nervousness, itching, acid, brick-dust sediment. I stop the exciting cause and effect strong applications of injurious treatment cures without pain, or less and be aggravated or incapacitated. ruled out for life because of delay or in people of these diseases, and there about what I do. The majority of specialists who failed.

RUPTURE—is a most dangerous condition, through which the portion that escapes is liable to rupture, thus cutting off the circulation. I have a painless, bloodless rupture, so that you can forever die while you work, as it is unnecessary from your labor in order to get a cure about 25 per cent of my cases.

HOURS—8 to 12, 1 to 5; Evenings, 7 to 8
Sunder, 9 to 1 only; Friday, 9 to 5

HEAL

It is estimated that in this the proper application of MODERN your health. Health has become down. Health has become down. We know that disease and have come to a diseased condition of right physiology and mentally as they already possess.



Many patients have told me would be more than they are willing to pay I have 10 years of experience. CONSULTATION AND AD HOURS—9 to 12, 1 to 5; Sunday, 9 to 1 only!

NOTE: Under no circumstances will I accept a case I deem incurable.

DR. GASKAWAY

T. O. GASKAWAY, M. D., D. D.
Established Specialist

day, that he thought Kaufmann was a good bet against his fellow dinky and pestiferous rival in next Saturday's fight or contest. Woodman said that \$6,000 would get Johnson \$10,000 if he really meant it. Woodman thinks Kaufmann will be a pushover for the Boston Spade, and no many are of the same mind that he finds it impossible to get as much as he wants to at any price.

There was no bombardment from the pulpit yesterday against holding the fight or contest, or if there was, it finds no reflection in the newspapers today. Only a short synopsis of one sermon is published, and the tone of that is that it is regrettable that nothing apparently can be done, to avert calamity. Some hope seems to have been entertained by the organization that Attorney General U. S. Webb would assert his authority and erect a hurdle for the promoters to jump, but that has gone glimmering. Mr. Webb insists that it is not his move. Moreover he says he would not think of showing the discourtesy to the Governor by taking any form of initiative, and to make it stronger that he is not unfriendly, he says he doesn't see how the fight or contest can be prevented as long as the men are going to box under Marquis of Queensbury rules.

When seen by correspondents, who waited upon him, the local reporters did not seem to think it worth while, he said: "There is, as far as I see no reasonable objections to holding this affair in San Francisco. We have been having exhibitions of this nature for years and no one has seemed to think it worth while to raise a cry against them until this one came along. Had the promoters announced at the start that they would have their show in San Francisco, I don't think this agitation would have been started."

"But the idea of holding it in Alameda County where the University of California is situated was repulsive to a great many who can see no other harm that can come of it. It was merely a question of location as far as we out here are concerned."

It is evident that the forces opposed to the fight itself are now quite tame. The attitude of the civic authorities, the indifference of the Governor and the passive support the newspapers are giving the enterprise, have brought this about. Any agitations started outside of the state are plainly regarded here as impertinent. It is doubtful if even the Rev. Bill Sunday could put much of a dent in this community if he used the Jeffries-Johnson whatever he might be pleased to call it for a target.

McAvoy Joins Little.

Frank McAvoy, who will be remembered as the financial squeeze of the Hawthorne race track the year Corrigan was in England, has taken a business as well as a sympathetic interest in George Little's troubles and ambitions. McAvoy has been a resident of San Francisco for several years. He had hold of quite a chunk once, but the quake and fire came along and cleaned him and he has done "best he can" ever since. He thinks it is in Little's power to start something and he means to take a chance with him.

He goes fixed with a copy of the Little-Johnson contract in his possession, and this morning pointed out clauses in it which, according to his construction, would stop Johnson's disposing of his interest in the fight pictures without coming across with one-fourth of the purchase money. McAvoy is game for any fate. In the meantime, the game is going on serenely with Little and his claims left out. He can't levy on Johnson before the fight, and after that Johnson is this as far as Rickard and Gleason are concerned.

The possibility of Tex Rickard unloading the referee job is something that comes up every time there is a lull in the conversation. Some there be, and wise fish, too, who think Eddie Smith will get it yet, with an outside chance for Eddie Graney. The promoters would be happy with either of these. The one objection to Smith having the job is that he does not vote here, but in a neighboring county. They split hairs as fine as that out this way. It's a wonderful study. The picture deal is still up in the air as far as this end of it is concerned.

JEFF BOXES EARLY.

BEN LOMOND, June 13.—In line with the decided uncertainty of the whims of James J. Jeffries, the big fighter was up with the birds this morning and before the camp was awake and stirring he had completed the burden of his day's training. He boxed nine business-like rounds and completed the spectacular part of the performance while no visitors were looking.

Green, Cherokee Country Club, Oklahoma; Orrin A. Terry, Canoe Brook Country Club, New Jersey; vs. George Smith, Claremont Country Club, California; Tom Anderson Jr., Inwood Country Club, New York; vs. M. J. Brady, Hyannisport Country Club, Massachusetts; Willie Maguire, Wollaston Country Club, Massachusetts; vs. Jack Croke, Kent Country Club, Michigan; MacDonald Smith, Claremont Country Club, California; vs. Tom MacBarnes, Boston; M. L. Muxer, Dallas Golf Club, Texas; vs. J. J. McDermott, Merchantville Field Club, New Jersey; James Doherty, unattached, vs. William Byrne, Overbrook Golf Club, Pennsylvania; Martin T. O'Loughlin, Plainfield Golf Club, New Jersey; vs. A. W. Tillinghast, Philadelphia Cricket Club; W. F. Hackney, unattached, vs. Jack Jolly, Chicago; Frank Adams, Wheaton Golf Club, Illinois; vs. Adam G. Green, Hot Springs, Va.; Bob Peablies, Dallas Golf and Cricket Club, Texas; vs. Dow L. George, Hot Springs, Va.; Alex Campbell, Country Club, Boston; vs. Walter F. Ovargue, Skokie Cricket Club, Illinois; Jack Hutchinson, Pittsburgh Golf Club; vs. William Thompson, Roverton Cricket Club, Pennsylvania; Gilbert Nicholls, Wilmington Cricket Club, Delaware; vs. J. Burke, Aromink Golf Club, Pennsylvania; James R. Thomson, Philadelphia Country Club; vs. David Hunter, Essex Country Cricket Club, New Jersey; Joe Mitchell, Upper Montclair Cricket Club, New Jersey; vs. George Sargent, present champion, Chevy Chase Club, District Columbia; Fred McLeod, St. Louis Cricket Club, vs. R. C. Watson, Westbrook Golf

Club, Ohio; vs. W. S. Kelly, North Jersey Golf Club, New Jersey; George Griffin, Ballfield Golf Club, Pennsylvania; vs. David Honneman, South Beach Golf and Cricket Club, Connecticut; C. H. Rowe, Beaver Valley Cricket Club, Pennsylvania; vs. Thomas Edwards, Hollywood Golf Club, New Jersey; Tom Bonnar, Merion Cricket Club, Pennsylvania; vs. James Campbell, Whitemarsh Valley Golf Club, Pennsylvania; Isaac S. Mackie, Foxhills Golf Club, New York; vs. Fred Herrshoff, West Brook Golf Club, New Jersey; Thomas Mulgrove, Charleston Cricket Club, South Carolina; vs. Elijah Horton, Manhattan Golf Club, New York; George Fernie, Richmond Country Cricket Club, New York.

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Young Flyer Wears Smile of Victory.



WALTER S. BROOKINS.

Walter S. Brookins, who beat Paulhan's record for altitude flight at the Speedway yesterday, was caught wearing the smile of the victor.

den tour, which track is drying a week's heavy rain. First race, sell: long—Helen Scott, Miss Ballistite, 1st; Miss Wales, Orrella, Myrtle Porter, 2nd; Idea, Mud Hen, mutuels paid \$11.20 place, \$5.23.20 place, \$7.1 show. Second, sell: Southern Gold, 1st; Kee Pool, Nanett, way Boy, Pin Os, F. Grainger, 2nd; Hatchie Coon, 3rd; also ran; \$2 mut \$5.10 win, \$4.10 place, \$3.30 place, show. Third, sell: Alice, George, 1st; Robinson, 2nd; Hurlock, Valley Attention, Louise D. Chalice also 1st; George, \$1.10 win; Topsy Robinson, Mae Hamilton, 3rd; cap, purse \$500. (Scoville), won; time, 1:13.2-5; E also ran; \$2 mut win, \$3.30 place \$2.66 place, \$2.2 show. Fifth, sell: Merrick, 1st; (Carnegie), 2nd; ran; \$2 mutuels \$2.30 place, \$2.6 place, \$2 show; selling, purse \$1.19 (Cole), won; 1:47.1-5; Stickler ran; \$2 mutuels \$6.80 place, \$4.8 place, \$3.80 show.

RESULTS

GRAVEREND, handicap, all age long—Magazine 1 to 4, won; Hor Shannon, 7 to 1, John Johnson, 1 Capt. Swanson, 1 steeplechase, 4-y about 2 1/2 miles to 4, out, won, 1 to 4; Bush R. No time take Jimmy Lane fell 3-year-olds and sell, 109 (Ber Sandrian, 3 to 1 4 to 1, 6 to 5 Queens Song at Stakes, plate, vs 5 furlongs—Bar out, won; Horis Balliff's Daught 1:02; only three \$600 added, 3-y Sager, 104 (Dav Joe Madden, 9 4 to 3, out; tim Sixth, 2-year-old long—Blue Mo wood, 15 to 1, to 1, 2 to 1, 3 and Carbineer 1

RESULT

SALT LAKE race, 4 furlong (Kinglet), 3 Alberto, 8 to 1; Twenty Hours, ran. Second, 6 (Vesper), 5 to The Mackintosh Polly, Senator Galena Gale, 6 Third, 6 furlong (Van Dusen), to 5; Elder, 9 Black Domino, Tipster, Harry Copperfield also selling—Silver won; Fernando 1:00 3-5; Doct chita, Novgoro also ran. Fifth (Kent), 4 to 1 mouth, 7 to Deneen, Manilla Littleton and 7 furlongs, 3 to 5, won; Ban, 112 to 1 diction and Di

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Discredits Re chas CHICAGO, Louisville Bar Association is owner of the was denied he ton of the Chivington, in telegram rec Jr., president which Mr. Gv isation was n price.

TAFT REPLIES TAFT'S CHARGES

Acts of Progressives in
Which Sets Senate
Galleries Wild.

CIVIL BILL PASSES

Appropriating \$118,-
10 Carries \$250,000 for
Action of Tariff Facts.

By Louis Ludlow.

INGTON, June 13.—For three
afternoon Senator Jonathan P.
Iowa held the attention of the
id of the crowded galleries
defended the progressive sena-
eir votes against the tariff bill
eir general attitude on govern-
blems and policies. His speech
ring reply to the speech made
nt Taft at Winona, Minn., and
ent utterances of the chief

each was delivered during the
of the provision of the sundry
prietation bill providing \$250,000
e President to gather informa-
g upon the operation of the
law. Senator Clay's motion to
the provision was lost by a
e of 13 to 14. Mr. Dol-
his fellow progressives vot-
the regular Republicans. The
ll bill, carrying appropriations
\$118,000,000, then was passed.
tor from Iowa, whose reputa-
a orator is nation-wide, was
form. His splendid oratorical
aused repeated demonstrations

THE WEATHER.



Forecast
for Indiana
for Tues-
day and
Wednesday:

Generally fair and
warmer on Tuesday,
with light winds;
Wednesday partly
cloudy.

Forecast for Indi-
anapolis and vicinity
for today:

Fair and not much
change in tempera-
ture.

JANE SAYS
SHE CAN'T
SEE HOW AN
AVIATOR'S
WIFE PUTS UP
WITH HIS
SKYLARKIN'
EVERY DAY.



ALMANAC OF THE DAY.

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

WEATHER CONDITIONS IN INDIANAPOLIS YESTERDAY.

—Precipitation.—

Amount during the twenty-four hours
ending at 7 p. m..... 0
Total amount since Jan. 1, 1910..... 14.73
Accumulated departure from normal
since Jan. 1 (deficiency)..... 3.59

—Temperatures.—

7 a. m..... 62 Maximum..... 73
7 p. m..... 75 Minimum..... 57

—For the Same Date Last Year.—

7 a. m..... 66 Maximum..... 80
7 p. m..... 69 Minimum..... 63

WEATHER CONDITIONS ELSEWHERE YESTERDAY.

	Max.	Min.	Weather.
Amarillo, Tex.....	72	54	PtCldy
Chicago, Ill.....	76	62	Clear
Cincinnati, O.....	76	56	Cloudy
Denver, Colo.....	84	54	PtCldy
Devil's Lake, N. D....	86	58	Cloudy
Little Rock, Ark.....	80	60	Clear
Louisville, Ky.....	78	56	Clear
Nashville, Tenn.....	74	64	PtCldy
Omaha, Neb.....	82	58	Clear
Pittsburg, Pa.....	70	52	Clear
Salt Lake City, Utah..	78	56	Clear
San Antonio, Tex.....	88	62	Clear
St. Louis, Mo.....	80	62	Cloudy
Wichita, Kas.....	78	58	Clear
Yellowstone Park, Wyo.	42

SUMMARY OF

THE INDIANAPOLIS STAR.

TUESDAY, JUNE 14.

AVIATION.

Charles K. Hamilton flies from
New York to Philadelphia in
aeroplane in record time..... Page 1

FLIES FROM FOUR

HAMILTON'S FLIES INTER-CITY RECORD

Aviator Makes Cross-
Voyage From New York
Philadelphia and Return

EVEN BALKY ENGINE FA
TO CHEAT HIM OF VI

Lands Near Final Goal.
Repairs and Forces Ahead
ning \$10,000 Pursu

Air Express Sched Gotham-Philadel

FLIGHT BY C. K. HAMIL
Leaves Governors Island 7:35
Alights Philadelphia 9:26 a. m.
Distance, 88 miles; time in
uous flight; 1 hour 51 minutes.
Stop at Philadelphia 2 hours
utes.
Starts return trip 11:33 a. m.

INDIANAPOLIS, TUESDAY, JUNE 14, 1910.

FLIES FROM NEW YORK TO P FOUR RECORDS ARE BR

HAMILTON'S FLIGHT INTER-CITY RECORD

Aviator Makes Cross-Country
Voyage From New York to
Philadelphia and Return.

EVEN BALKY ENGINE FAILS
TO CHEAT HIM OF VICTORY

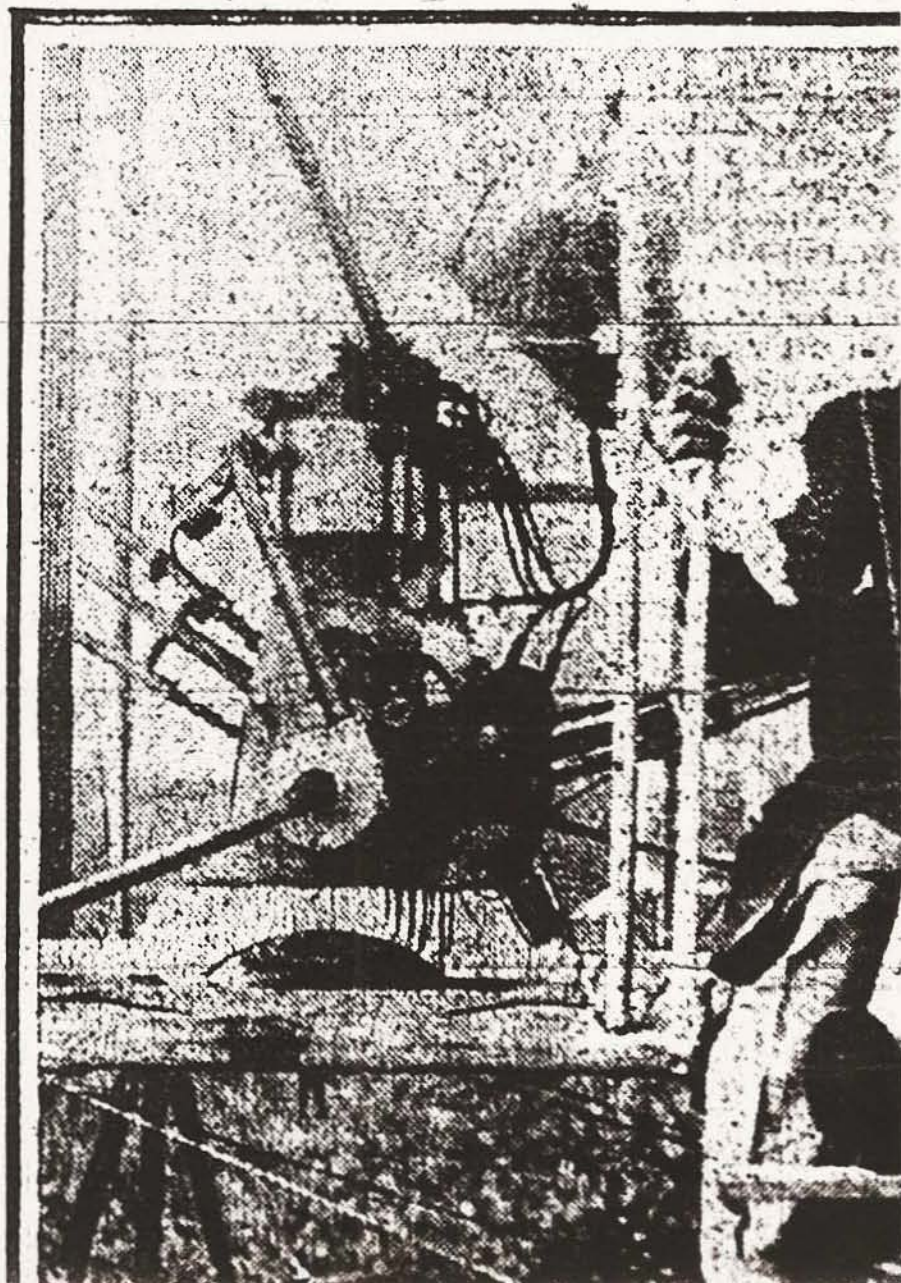
Lands Near Final Goal, Makes
Repairs and Forces Ahead, Win-
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Lands South Amboy, N. J., to repair
engine, 12:55 p. m., due to foul spark

Feature Scenes in Indian



AVIATION.

Les K. Hamilton flies from New York to Philadelphia in airplane in record time.....Page 1
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SPORTS.

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Leaves Governors Island 7:30 a. m.
 Allights Philadelphia 9:26 a. m.
 Distance, 88 miles; time in contin-uous flight, 1 hour 51 minutes.

Stop at Philadelphia 2 hours 7 min-utes.

Starts return trip 11:33 a. m.
 Lands South Amboy, N. J., to repair engine, 12:55 p. m., due to foul spark plugs.

Leaves South Amboy 6:20 p. m.
 Lands at Governors Island 6:39 p. m.
 Return trip, actual flying time, 1 hour 36 minutes.

Average speed returning trip, 54.96 miles per hour, breaking all American cross-country records.

Hamilton carried messages from mayor of New York to mayor of Philadelphia, and from the editor of the New York Times to the editor of the Philadelphia Public Ledger, and returning messages.

Flight wins purse of \$10,000, offered by the two papers mentioned.

NEW YORK, June 13.—Charles K. Hamilton arose from Governors Island in an aeroplane this morning and sped without a break eighty-eight miles to Philadelphia in a remarkable cross-country flight, under the auspices of the New York Times and the Philadelphia Public Ledger. He made the trip in 1 hour and 51 minutes, leaving Governors Island at 7:30 o'clock and landing Philadelphia at 9:26. Alighting at Aviation Field, he delivered letters from Governor Hughes and Mayor Gaynor to Governor Stuart and Mayor Reyburn, accepted messages of congratulation from them to bear in return and started for New York again with only brief intermission for food, fuel and oil.

Hamilton had flown approximately seventy miles of his return journey when a sluggish motor drove him to descend in a swamp near South Amboy, N. J., at 12:55 p. m.

The propeller was broken there in landing, but after repairs had been made, Hamilton resumed his flight at 6:20 and landed at Governors Island at 6:39.

Thus the return trip was made in 1 hour and 36 minutes at an estimated average speed of 54.96 miles an hour, which breaks the record made in the Curtiss flight from Albany to New York.

Haste Cause of His Trouble.

That Hamilton did not make the return trip as easily as the outgoing trip was due to an omission caused by his haste. In his hurry to get away he neglected to clean his spark plugs, they fouled, the engine balked, and he had to come down on the banks of the Raritan River, two miles above South Amboy.

Curtiss still holds the official record for speed, but Hamilton today took all Amer-

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DROWNS 150: GERMAN VALLEY

wollen Spreads Quickly
Destroying Prop-
erty and Crops.
Many, June 13.—Great
storms in the Ahr val-
ley as the result of
the swept the district
it estimates place the
and at 150.
catastrophe reached here
storms in the region
an unusually high and
unusually heavy down-
-it the river Ahr sud-
-the water carrying
tion in its path.
-of life occurred where
-nating Italian and
-employed on the rail-
-away. The inmates
-their sleep and gen-
-le to help themselves.
-lea have been recov-
-ered enormous damage,
-dway and devastating
-lightning struck in one
-ten houses and seri-
-ly persons.
-led early today, as sud-
-and the danger is now
-asants are dependent

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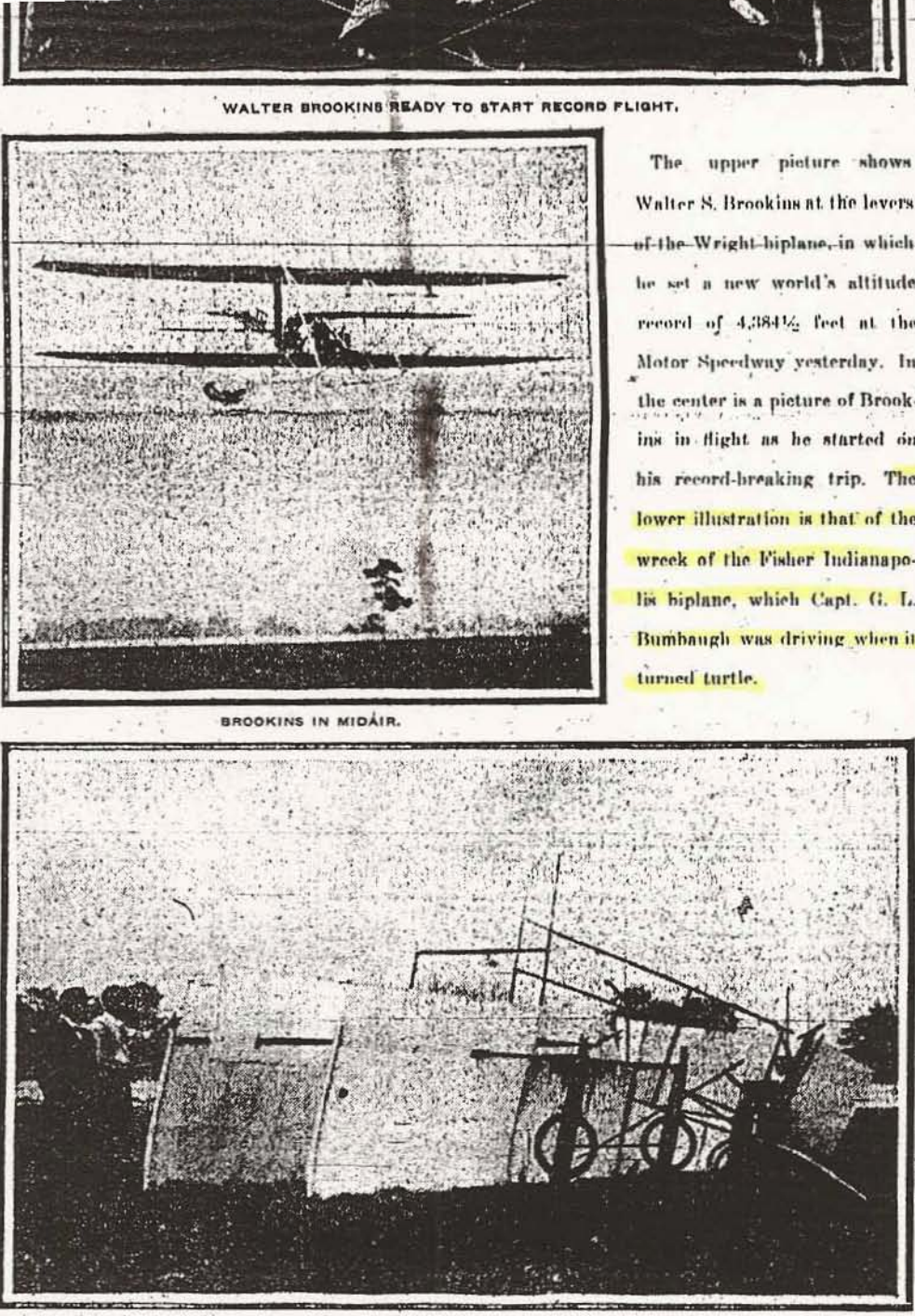
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on the banks of the Raritan River, two
miles above South Amboy.
Curtiss still holds the official record for
speed, but Hamilton today took all Amer-
ican records for cross-country distance
and duration, and using his own figures
for the return journey, his average speed
per mile established a new figure.
The accident to the propeller in the
Jersey swamp was the second mishap of
the kind during the day, but a telephone
call to Governors Island brought a new
one by automobile with a new set of spark
plugs, and the aviator was able to finish
within twelve hours, although twenty-four
hours were allowed in the terms of his
contract.

First Fast Aerial Mail.
Carrying, as he did, letters between the
two cities, Hamilton created the first
fast-mail by the overland route to Phila-
delphia and return and demonstrated that
an aeroplane can deliver mail from one
city to another with the punctuality of
government service.
During the whole of his first lap he
never varied more than two minutes from
his time card and came down on the land-
ing field laid to mark his landing
spot with the precision of a homing
pigeon settling on its perch.
It is an interesting coincidence that
Hamilton won his honors today with the
same biplane that won the International
Speed trophy for Glenn H. Curtiss at
Rhinecliff last year and that he was driven
by the same propeller with which Curtiss
recently made his historic flight from
Albany to New York.
Curtiss flew over a more picturesque
country, but Hamilton overcame obsta-
cles of geography and setbacks of luck that
no other aviator has ever accomplished.
Curtiss carried postbags, but Hamilton
flew thirty-two miles over the sea, with
with no protection but three inflated in-
ner tubes of bicycle tires wrapped around
his waist.

Took Long Chances Safely.
He took chances on roof tops, bridges
and moving trains that have never been
even thought of before, let alone at-
tempted.
With a "missing" engine, and twice
compelled to substitute propellers, he will
keep going, and until his resolution
breaks, his own reward.
The weather was ideal for flight. The
dawn broke translucent and nearly gray,
with just enough moisture in the air to
give the propeller a good thrust. As
Hamilton wheeled his aeroplane from his
tent on Governors Island, a special train,
chartered by the New York Times and the
Philadelphia Public Ledger, and carrying
his mother, his wife, his chief me-
chanic, Albert C. Doty, and Mrs. Doty,
stood on a siding of the Pennsylvania
terminal in Jersey City waiting for the
word.
Special Train in Pursuit.
At 7:35, Hamilton was off without fail-
ure. One minute and a half later the word
of his start had flashed over the telephone
wires to the Pennsylvania terminal in
Jersey City and the special train was
after him. Hamilton's route to Elizabeth,
where it was hoped that the train would
meet him, lay for sixteen miles over the
line of abandoned harbor and the Kill
von Kull behind Staten Island—two miles
farther than the distance to Elizabeth
from Jersey City by rail.

No sight of an aeroplane at Elizabeth.
No sight of one at South Elizabeth. But
at Rahway, 12.4 miles out by rail, the
engineer glimpsed something in shape like
a huge dragon fly far ahead of him and
far above him, faint against the gray
skies.
He put on more speed and the sense
of pursuit seemed to communicate itself
telepathically to Hamilton's wife and to
his mother, Mrs. N. Beaudette. Mrs.
Hamilton was peering out the window, her
hair fluttering in the wind. "Oh, Mr.
Ludlow," she cried to a friend, "we found
him. He's with us," but the mother could
not speak at all. She walked up and
down the screeching side of the narrow
gauge, wringing her hands, her face flushed, her
eyes moist and shiny.



WALTER BROOKINS READY TO START RECORD FLIGHT.

BROOKINS IN MID-AIR.

CAPT. G. L. BUMBAUGH'S WRECKED BIPLANE.

The upper picture shows
Walter S. Brookins at the levers
of the Wright biplane, in which
he set a new world's altitude
record of 4,384½ feet at the
Motor Speedway yesterday. In
the center is a picture of Brook-
ins in flight as he started on
his record-breaking trip. The
lower illustration is that of the
wreck of the Fisher Indianapo-
lis biplane, which Capt. G. L.
Bumbaugh was driving when it
turned turtle.

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down the screeching side of the narrow
gauge, wringing her hands, her face flushed, her
eyes moist and shiny.

Raritan River to cross roofs, factory
chimneys, all a city is to be seen. In passing
through the city the engine had slowed
down a little and the aeroplane began to
roll. Mrs. Hamilton and Mrs. Beaudette
to the forward coach for a better view.
An ambitious photographer climbed on to
the tender. Mrs. Hamilton scrambled
after him.
Not to be outdone, Mrs. Beaudette
started to join her unassisted. A dozen
hands were stretched to aid and in a mo-
ment the delicate old lady was seated
beside her daughter-in-law in the dust and
grime, waving happily to her son. He
saw her and for the first time waved back.
Three times during the trip they ex-
changed signals.
Hamilton himself was barely visible
aloft. The outline of his legs against the
sky could be seen and the hands grasp-
ing the steering wheel were silhouetted at
certain angles, but for the most part it
seemed as if the aeroplane were alive,
gliding as well as propelling itself. When
the train ran ahead of him and then
slowed down to let him catch up the in-
cessant machinery of his motor could
be heard faintly. It seemed a little irreg-
ular, but nobody guessed the truth until
Hamilton told it to his mechanic.

the opposite direction deserted their seats
and alled over on the fireman's side of
the cab. Brakemen on freight trains
waved their hats. Passengers crowded
the platforms and crammed the windows
of their cars. Then, as the territory
grew more populous, factory whistles be-
gan to blow a succession of short, nerv-
ous blasts, while mill hands swarmed
from the doors like ants.
In the gestures of all these segments
of humanity of different ages, sexes and
callings, there was a curious unanimity.
And all stood rooted to the ground with
heads back and one arm, flung by the
extended index finger, pointed straight
upward. They looked as if they had been
planted and would never move again.
Animals Amazed as Mankind.
Applauds were no less amazed than
mankind. Horses kicked up their heels
and ran for the far corners of the pas-
tures. Cows stared in awe, lower won-
derment, and sometimes bellowed. A
flock of chickens overshadowed by this
huge hawk with the terrible voice, scur-
ried squawking to cover.
Nobody saw all these little things with
more pleasure than Isaac Ludlow, a New
York lawyer, who was crippled for years
when aviation was in its infancy in ex-
perimenting with a sliding machine of his
own invention, which he had towed by an
automobile. It was in Ludlow's glider
that Hamilton made his first ascent in a
heavier than air machine, when he was
only a boy.
"This vindicates my faith," said Mr.
Ludlow, "I am glad I lived to see it. My
own injuries were worth the cost if I
had seen it."
Continued on Page 5, Column 5. CO