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FOREIGN.

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LOCAL.

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the American. An accident two days ago to Bleriot's powerful machine, with which he held the lap record, was a serious handicap, since he had no opportunity to try out the repaired machine.

Makes Early Start.

Curtiss stole a march on his rivals by getting away early. Finding conditions favorable at 10 o'clock in the morning he decided to take no chances in the fickle weather, and after a trial trip, in which he made the circuit of the course in 7 minutes 55 1-5 seconds, lowering the world's record nine seconds, he started immediately on his attempt to win the cup. He handled his machine, which flew along at a speed never before witnessed, in masterly style, especially at the turns, which he took on the down grade. The first round, measuring 6.21 miles, was made in 7 minutes 57 2-5 seconds, somewhat slower than the trial time, but the second round was covered two seconds faster, 7 minutes 53 1-5 seconds, another world's record.

This remarkable showing on the part of the American created consternation in the Bleriot camp.

The excitement grew steadily as 5 o'clock approached, which the public understood was the time limit for starting in this event. Bleriot's and Latham's machines were finally run out and everybody stood with watch in hand. At 5 o'clock the crowd concluded that the two French champions had defaulted and a murmur of protest arose, but a minute later it was officially announced that the wording of the rule had been misunderstood and that the rule allowed a start to be made any time before 5:30 o'clock.

American Flag Hoisted.

A few minutes later Bleriot and Latham crossed the line in quick succession. Bleriot went by the tribunes at a terrific pace, and for a moment the Americans feared Curtiss would be beaten. He finished the round in almost the identical time of Curtiss's first lap, covering the ten kilometers in 7 minutes 53 2-5 seconds, but his speed seemed appreciably to decrease on the last round, and before he reached the final turn the stop watches showed that he had lost. The French crowds were greatly disappointed at the failure of their countryman, but, largely owing to the popularity of the Wrights in France and the general French recognition of the wonderful stimulus Americans have given to the science of aviation, no foreign victory could have been so popular as that of an American.

The judges immediately ran up the American flag on the signal pole on the timekeepers' stand in front of the tribunes and the bands played "The Star-Spangled Banner." There was great rejoicing among the American spectators.

Ambassador Henry White, accompanied by Mrs. Theodore Roosevelt, Miss Ethel Rogers, and others, had on



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Pages 12 and 13

KINE SECTION.

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shed, where the hero of the hour got in the seat and explained how the machine was controlled. Later the ambassador made the rounds of several other sheds to congratulate the aviators, while Mrs. Roosevelt and Mr. and Mrs. Robert Bacon visited one of the dirigibles and were informed as to its workings.

High Flying Program Today.

Later the party witnessed the starts of Bleriot, Lefebvre, De la Grange and Bunau-Varilla. They saw Bleriot just at dark clip 5 2-5 seconds off Curtiss's fastest round in the international in a ten-kilometer flight in the lap speed contest, making the distance in 7 minutes 47 4-5 seconds, which is a new world's record, and Henry Farman, who yesterday won the Prix de la Champagne, added to his laurels by carrying two passengers around the course.

The ambassador expressed the opinion that the achievements of aviation week will have an echo around the world and mark an era.

"It looks as if everybody would soon be on the wing," he said.

The entire party returned to Paris at midnight.

Tomorrow's program includes the Prix de L'Altitude, of \$2,000, to be awarded to the aeroplanists attaining the highest altitude; the conclusion of the passenger and speed contests, and long distance flights by Paulhan, Tisserand and Lefebvre in efforts to beat Farman's record for the annual Michelin prize. Curtiss intends to try tomorrow to take the lap record away from Bleriot.

The committee announced tonight that to encourage mechanicians they had established a special prize. Every pilot starting tomorrow between 1 and 5 o'clock will receive 1 franc for each kilometer covered, the money to go to the mechanicians in addition to three prizes of 1,000, 1,000 and 500 francs to go to the pilots.

Ambassadors and other guests

Curtiss started in the International Cup contest at 11 o'clock this morning. He completed the first round in 1 minute 57 1-2 seconds. He made the second round in 2 minutes 48 1-2 seconds. He was starting in the contest for Curtiss made a total time of 2 minutes 48 1-2 seconds. It was possible that the first round would be of significance.

There was one of the French contestants, started in the International Cup contest, was after the first round was at the 11 o'clock mark, a total time of 1 minute 57 1-2 seconds.

served on the em-
Taft Greets City
At 3 o'clock the reception of a hundred residents of Gloucester including the mayor and others were presented to the president. He greeted each cordially. Gloucester folk had hoped he would make at least a brief stop, but he declined that part of the program and confined himself to the reception.

A gold medal was cast for the President on the spot, and it was sent to him when it was learned he was unable to be present. This was done for the committee was to have made the President of Gloucester notable by a mention of the medal with a comment by the chief executive on the president's arrival in Gloucester by a salute of twenty-one guns from the naval dispatch boat, the USS Albatross, anchored in the harbor.

Makes Great Golf

President Taft had the day of making the eighteenth hole at Myopia golf course. The links are the hardest he has played over and he to get his medal score below 100. The greens committee offered this achievement of the president to ask for the President to be placed among the club members. Taft graciously complied with the request and the card took its place among the trophies won by the club. President made the low score against George H. Sheldon, the Republican national committee chairman, who was defeated by several up, but not being announced.

It was said that there was a significant in the visit. After the reception at the White House, the President was accompanied to the city by a number of other officials.

Arriving at the city, the President was met by a number of other officials.

GETS BIG GOLD

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Americans Send Him Off.

Curtiss started in the International Cup contest at 10:45 o'clock this morning. He completed the first round in 7 minutes 57 2-5 seconds. He made his second round in 7 minutes 53 1-5 seconds. Before starting in the contest Mr. Curtiss made a trial heat in 7 minutes 55 1-5 seconds. All three rounds defeated the best previous records of all aviators.

Bleriot, one of the French contestants, started in the International Cup contest soon after the Curtiss machine was on the field and made a trial round in 7 minutes 58 1-5 seconds.

Curtiss came to his decision to make a trial round suddenly. At 10:11 a. m.,

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Curtiss Captures Aeroplane Honors

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surrounded by a group of enthusiastic Americans including Cortlandt F. Bishop, president of the American Aero Club; Commander F. L. Chapin, the American naval attache at Paris, and T. Bentley Mott, the military attache, the machine was run out on the field.

Curtiss made no preparation for his flight other than to change his coat for a leather jacket. With no trace of excitement he climbed into the seat and gave the order to start the propellers. Running along the ground a short distance for a flying start, the machine lifted lightly and circled between the timekeepers and the tribunes. Then mounting gradually until he had reached a height of forty-five feet, Curtiss crossed the line at a terrific pace.

The Curtiss airship, small and compact and with trim lines, looks more like a racer than any of the others here, and as it sped away straight as an arrow exclamations of admiration arose from every lip.

Battles Air Currents.

Clipping the corners closely, Curtiss continued at a uniform height until he had passed the last pylon. He then descended sharply to get the benefit of gravity, and crossed the finish line less than a dozen feet above the ground.

A few seconds afterward the white ball was hoisted, indicating that a record had been broken, and the Americans broke out into wild cheering. The airship was towed back behind the line and Curtiss was showered with congratulations. He replied modestly that this speed was only what he anticipated, and he expressed perfect satisfaction with the way in which his airship had behaved. The time for this trial heat was 7 minutes 55 1-5 seconds.

Curtiss complained, however, that he had encountered peculiar air currents, especially over the "aeroplane graveyard," where he said the air seemed to "boil."

The American announced that he would start immediately for the International. His gasoline tank was quickly refilled, and he got away in fine style. He rose to a greater height than on his trial to escape the turbulent air currents near the ground. His flight was masterly. The machine lifted before every turn and swept around the turns on the down grade.

Curtiss's first round was slower by 2 1-5

usually increased and at 2:45 it was blowing from four to seven meters a second.

Bleriot started on a third trial round shortly after 3 o'clock, but stopped after passing the first turn.

Curtiss has been invited to go to Berlin and fly over the same ground as Orville Wright, and he is disposed to accept the invitation.

Latham made a trial lap shortly after 3:30 o'clock. He went around only once and flew directly back to his shed. His time is estimated unofficially at 8 minutes 10 seconds, the best he has done.

Mr. Bishop has made a protest against the apparent irregularity in the hoisting of the Bleriot signals and the committee has decided to post every contest in which an aviator starts immediately after he crosses the line.

As Curtiss stepped from his machine after having completed his two rounds in 15 minutes 50 3-5 seconds, he said he thought he had given his rivals something to worry about. Continuing the conversation, he said these two laps of the ten-meter course were the fastest and roughest journey he had ever made in the air. "In front of the tribunes I was going steady," the American explained, "but when I got to the back stretch I experienced a most remarkable atmospheric condition. There was no wind, but the air seemed fairly to boil."

"My machine pitched, and over the 'graveyard' I was almost thrown out of my seat. The machine once or twice seemed literally to drop from under me. Under ordinary circumstances this curious condition of the air would have prevented my starting, but after the splendid time I made in my trial, and considering the circumstances, I could not refrain. As a matter of fact, my experience confirms my theory that my machine is faster in turbulent air than in a dead calm."

Curtiss's round in the International made in 7 minutes 53 1-5 seconds does not count in the speed lap contest, as this event is the only race in which the time for rounds does not count in the lap competition.

At 3:30 o'clock this afternoon the military dirigible balloon Colonel Reynard maneuvered over the field at a height of 1,500 feet.

Subsequently the dirigible came down and made a round of the course, covering the ten kilometers in 17 minutes 57 1-5 seconds.

As Leon Delagrangé was turning the first course of an exhibition aeroplane flight today the propeller of his machine broke from its shaft and the aeroplane fell heavily to the ground. Fortunately the height at the time did not exceed twenty-five feet. Delagrangé was badly bruised and shaken up, but none of his bones were broken.

INSPECT WRIGHT AEROPLANE.

cess, the ground. His flight was masterly. The machine lifted before every turn and swept around the turns on the down grade.

Curtiss's first round was slower by 2 1-5 seconds than his trial, but on the last round he let out his motor to its full speed and came home like a streak. He shot down from a height of 100 feet, at which altitude he rounded the last pylon, to the finish line, which he crossed in impressive style. His time for this round was 7 minutes 53 1-5 seconds. This broke Curtiss's own world's record made half an hour previously. His total for the twenty kilometers, 12.42 miles, was 15 minutes 50 3-5 seconds.

Bleriot's Flight Slow.

Bleriot in his No. 22 crossed the line at 12:30. His number was at once hoisted to the signal yard, but no signal showing the contest in which he was engaged was raised. This caused much comment, as the rules provide specifically that the pilot apprise the committee in advance whether he is trying for the international or the lap record.

By this time the wind had risen and was blowing from three to five meters a second.

Bleriot, after completing a single round, alighted. No time, however, was announced, the timekeeper saying only that it was slower than Bleriot's earlier round, which he made in 7 minutes 42 1-5 seconds.

The official explanation of the failure to hoist a signal designating the contest is that the committee was with Bleriot when he started from a distant part of the field and did not have time to notify the signal station until after Bleriot had finished.

Curtiss's victory here showed clearly that notwithstanding all his remarkable performance with the biplane, Curtiss is a man who is not afraid to take a risk with the big machine, and the class was victorious.

Officially, the contest was a draw, with a 7-minute victory, made on the last lap, and the first round was the only one in which the biplane was victorious. The contest was a draw, with a 7-minute victory, made on the last lap, and the first round was the only one in which the biplane was victorious.

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INSPECT WRIGHT AEROPLANE.

Americans Are Invited to Look at Fellow Countrymen's Machine.

BERLIN, Aug. 28.—Several Americans were invited to the Tempelhof parade grounds last evening by Orville Wright and his sister Katherine to inspect the aeroplane with which Mr. Wright is to make a series of flights here. They included Ambassador and Mrs. Hill, Gustave Scholle, third secretary of the American embassy, and Mrs. Scholle, Mrs. Sutro and Mrs. Arthur Nevin.

WILL RECEIVE CURTISS.

New York Plans Demonstration for Successful American.

NEW YORK, Aug. 28.—The winning of the International Aviation Cup at Rheims today by Glenn H. Curtiss, the American aviator, was received in aeronautical circles and by the general public here with great delight, and preparations will be made to give Curtiss a hearty demonstration on his arrival from abroad. The American winner of the James Gordon Bennett trophy is expected to reach New York the middle of next month.

Glenn Curtiss comes from Hammondsport, N. Y., and there is the quiet of the village and country he spread over in his mind the ideas that led up to the development of his marvelous airplane. He believed that high power could be controlled on an airplane just as he controlled high power before on a motor-cycle and that a race of Orville's biplane class that has never been equalled. Curtiss worked quietly away in his shop all day after day, and the plane took definite form.

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Bleriot, after completing a single round, alighted. No time, however, was announced, the timekeeper saying only that it was slower than Bleriot's earlier round, which he made in 7 minutes 58 1-5 seconds.

The official explanation of the failure to hoist a signal designating the contest is that the commissioner was with Bleriot when he started from a distant part of the field and did not have time to notify the signal station until after Bleriot had finished.

Curtiss's competitors showed plainly their astonishment at his remarkable performance and they hastily completed their preparations to compete with him. Bleriot made a trial with his big machine, but his time was 7 minutes 58 2-5 seconds, slower than any one of Curtiss's rounds.

Shortly after 11 o'clock Lefebre, with a Wright biplane, made an effort, but his speed was manifestly inferior, and at the last turn of the final round he lost considerably by swinging out too far. This obliged him to take a reverse curve to pass in front of the timekeeper. His total time for the distance was 21 minutes 11 1-5 seconds, almost two minutes slower than Curtiss.

Curtiss Invited to Berlin.

Glenn H. Curtiss, who is visiting at the home of his mother, Mrs. J. H. Curtiss, at 100 West 10th street, New York, has been invited to visit the German government and to make a series of flights in Germany. The invitation was made by the German government and is a mark of honor.

Curtiss is expected to leave for Germany in the near future. He will be accompanied by his wife and children. The German government is very anxious to see him and to witness his flights.

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Behind this quiet, unassuming American stood his wife, confident in his future success and spurring him on when discouragements came. When Curtiss sailed away for Rheims early in the month his wife stood on the pier, and as the steamship sailed out of the harbor, she called to him:

"Be sure and bring back that cup."
"It is my best," called back the aviator.
"It won't be my best if the American flag goes up in the sky across the sea."

Curtiss had been practicing with a machine of his own design, and he was very confident of his success. He was very anxious to win the International Aviation Cup and to make a series of flights in Germany. The German government is very anxious to see him and to witness his flights.

Hammondsport Flight Group.

Hammondsport is the place where the flight group is organized. The group is organized for the purpose of promoting aviation in the community. The group is organized for the purpose of promoting aviation in the community. The group is organized for the purpose of promoting aviation in the community.

By this time the flight group has been organized and is ready to begin its work. The group is organized for the purpose of promoting aviation in the community. The group is organized for the purpose of promoting aviation in the community.

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Curtiss' competitors showed lately their astonishment at his remarkable performance and they hastily completed their preparations to compete with him. Bleriot made a trial with his big machine, but his time was 7 minutes 11 2-5 seconds, slower than any one of Curtiss' friends.

Shortly after 11 o'clock Lefebre, with a Wright biplane, made an effort, but his speed was manifestly inferior, and at the last turn of the final round he lost considerably by swinging out too far. This obliged him to take a reverse curve to pass in front of the timekeepers. His total time for the distance was 20 minutes 33 2-5 seconds, almost two minutes slower than Curtiss.

Curtiss Invited to Berlin.

Bleriot, upon the advice of Santos-Dumont, removed his four-bladed and substituted a two-bladed propeller. He then made another trial, and the time of 8 minutes 14 2-5 seconds proving unsatisfactory, the machine was taken back to the shed.

Curtiss lightened the weight of his machine for the run by substituting a small gasoline tank for the heavier one carried earlier in the week.

Thousands of visitors of all nationalities made their way to Curtiss' shed to congratulate him upon his splendid flight.

As the day advanced the breeze grad-

Will Curtiss Fly to Berlin?

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"I'll do my best," called back the aviator. "It won't be my fault if the American flag you gave me is not first across the line."

Curtiss had been practicing with a biplane at Mineola, near this city, for more than a month before he sailed for France. His flights at Mineola convinced him that the biplane could stand a higher power motor. He went back to Hammondsport and there built a new machine with which to compete for the Bennett cup. This machine, according to A. M. Herring, partner of Curtiss, carries the largest and most powerful motor ever installed on an aeroplane, although, oddly enough, the machine is probably one of the smallest that ever made flights. Curtiss

usually increased and at 2:45 it was blowing from four to seven meters a second.

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took it abroad as his personal baggage, as it only weighed 400 pounds. The motor is a sixty-horse power affair.

Members of the Aero Club did not inform Curtiss that he had been selected to represent America in the Rheims contest until about four weeks before his departure, and his biplane was hardly given a trying out on this side of the Atlantic before he sailed.

Curtiss has promised to compete in the Hudson-Fulton memorial flights in this city the latter part of next month. The biplane recently used by Curtiss at Mineola was sold to the Aeronautical Society and is being flown by E. Foster Willard.

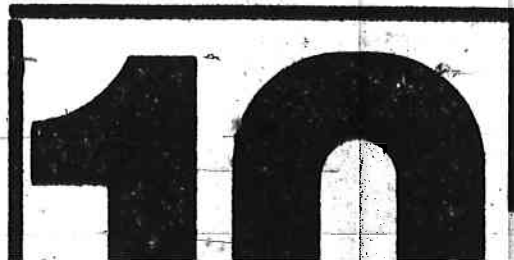
SEES TRIUMPH OF AVIATION.

French Official Says World Faces Revolution in Transportation.

PARIS, Aug. 28.—Minister of Public Works Millerand returned to Paris today after an exhaustive study of the aeroplane work now being conducted at Rheims. He expressed the opinion that the world was face to face with a revolution in the matter of transportation and communication. The results obtained at Rheims, the minister said, demonstrated the possession of various factors which, brought together and elaborated, were bound to make aviation a success. Flying in the air would soon rival railroads and automobiles, M. Millerand thought, and France could well be proud of the achievements at Bethany, which were a proof of the resources and vitality of the nation. It was the duty of the government to aid aviation, and the minister said he intended personally to neglect nothing that might be of assistance to France's valiant flyers.

NOTIFIED OF WRIGHTS' SUIT.

CORNING, N. Y., Aug. 28.—Papers were served yesterday in Hammondsport upon Mrs. Glenn H. Curtiss and L. B. Masson, secretary-treasurer of the Herring-Curtiss Aeroplane Company, in behalf of the Wright brothers of Dayton, O., who are bringing suit for alleged infringement on their aeroplane patents. The papers are returnable in the United States District Court in New York on Oct. 20.



INSPECT WRIGHT AEROPLANE.