

AIRMEN READY FOR, SPEEDWAY FLIGHTS

First Licensed Aviation Meet-
ing In America to Be
Started Monday.

FIELD IN PERFECT SHAPE

Great Crowds Are Expected to Wit-
ness Flights Scheduled for Every
Day Next Week.

On Monday afternoon the spotlight will again be turned on the Indianapolis motor speedway. The first scene in the second act of the seven that are to be presented at the great Indianapolis speed arena this season will afford a view of the first licensed aviation meet to be held in America. The setting has been changed and instead of sporting, steaming motor cars hurling themselves along in an endless procession around the big two-and-one-half-mile track, the spectators will witness the quiet and peaceful automobiles of the air performing their wonderful feats from the aviation ground on the inside of the motor track.

Everything is in readiness for the opening curtain, which is scheduled to go up at 2 o'clock. By this time it is expected that the stands and bleachers will be filled. Much of the time previous to the starting of the program will be taken up by the aviators, with short trials and various maneuvers about the course, and those spectators who expect to receive the most for their money will be in their seats early.

Field Is Prepared.

Since the arrival of the bird-men and

EVERYDAY SCENES IN THE JEFFRIES AND JO



to the starting of the program will be taken up by the aviators, with short trials and various maneuvers about the course, and those spectators who expect to receive the most for their money will be in their seats early.

Field Is Prepared.

Since the arrival of the bird-men and their mechanics in Indianapolis, this week, they have had ample time to assemble their machines and prepare them for flight. Much of the time during the last two days has been spent at the aerodrome getting the machines ready.

Since the last automobile meet the speedway management has turned its attention to the inside of the course, and this has been transferred into an almost perfect aviation field. A big steam roller was brought into play and the surface is now almost as smooth and level as a floor.

More flying machines are entered in the Indianapolis meeting than in any previously given in this country, and the promoters are of the opinion that the event will be more successful than any yet held. Wright Brothers, of Dayton, O., through their director of contests, Roy Knabenshoe, are in charge of the Indianapolis meeting.

Thirty-Five Events on Card.

The week's program includes thirty-five events of various kinds. There will be fast and slow contests, contests with passengers and many novelty events. The machines will race around the two-mile and a-half speedway course, and the spectators will be enabled to keep in close touch with their performances.

Entered in the week's program are six Wright machines, to be piloted by A. L. Welch, W. A. Brookins, E. P. Coffyn, Arthur Hoxsey, Duval La Chappelle and Ralph Johnstone. Joseph Curzon has entered his Farman biplane; M. Marquette, of Indianapolis, and Russell Shaw, of this city, will take part with biplanes of their own construction. Lincoln Beachey will pilot a Beachey monoplane, and Captain G. L. Bumbaugh will operate a Fisher biplane, entered by the Fisher Automobile Company, of this city.

Marquette First Indianapolis Flyer.

Melvin Marquette, the young aeroplane builder, of Bellefontaine street, has the distinction of being the first local air pilot to make a successful flight in his own machine. There are three other avia-



Top Row, Left to Right—Johnson, sawing wood; Papke, Jack Melville and Jeffries, grinding an axle. Second Row—Johnson and his camp mascot; Jeffries on the road with Farmer Burns and Armstrong. Lower Row—Johnson, listening to a story by Tom Flanagan; Johnson, posing for a picture with Kie-

tors who have their own machines at the speedway aerodrome. Curzon has made two or three successful short flights, the most recent one in his Farman biplane. While Curzon has been in the city for several months and has built a machine here he is not a native Hoosier. Carl Fisher also has a machine there. The other local bird-man is young Shaw, who has his biplane at the aerodrome.

Marquette's last flight and his most successful one was made Wednesday afternoon, when he negotiated a flight of over half a mile on a straight course. The engine which made this flight possible was made by Quentin Noblett, so that the flight was a double triumph for local men. The engine, a 45-horse power speed-

Today's "If" Table.

	Today.	Won.	Lost.
St. Paul	.673	.679	.689
Minneapolis	.654	.680	.641
Toledo	.595	.693	.584
Columbus	.440	.450	.421
Kansas City	.435	.443	.425
Indianapolis	.423	.423	.415
Milwaukee	.417	.428	.406
Louisville	.346	.353	.330

A. A. Standing

Indianapolis	.689
Milwaukee	.641
Columbus	.584
Louisville	.421
Minneapolis	.425
Toledo	.415
St. Paul	.406
Kansas City	.330

Standing of the Teams

Yesterday

Announcement

be enabled to keep in close their performances.
In the week's program are six machines, to be piloted by A. L. A. Brookins, E. P. Coffey, Casey, Duval, La Chappelle and Anstons. Joseph Curzon has the Farman biplane. M. Mar- Indianapolis, and Russell this city will take part with their own construction. Lincoln will pilot a Heachey monoplane, in G. L. Bunnbaugh will operate biplane, entered by the Fisher & Company, of this city.

The First Indianapolis Flyer.
Marquette, the young aeroplane of Bellefontaine street, has the honor of being the first local air machine to make a successful flight in his line. There are three other avia-

Announcement

have the following second-hand cars which we are to sell for CASH, at exceptionally low prices:

Runabouts and Roadsters

Model G.

Tr.

on, 4-cylinder.

obile, 4-cylinder.

and 7-Passenger Touring Cars

Hartford, 2-cylinder.

Model F, 2-cylinder.

Model F, 2-cylinder.

Model F, 2-cylinder.

delivery wagon.

Model S, 4-cylinder.

ial 4-cylinder.

n 4-cylinder.

Model 10, 4-cylinder.

Second Hand Auto Co.

5 East Vermont Street

INDIANAPOLIS, IND.

tors who have their own machines at the speedway aerodrome. Curzon has made two or three successful short flights, the most recent one in his Farman biplane. While Curzon has been in the city for several months and has built a machine here he is not a native Hoosier. Carl Fisher also has a machine there. The other local bird-man is young Shaw, who has his biplane at the aerodrome.

Marquette's last flight and his most successful one was made Wednesday afternoon, when he negotiated a flight of over half a mile on a straight course. The engine which made this flight possible was made by Quentin Noblett, so that the flight was a double triumph for local men. The engine, a 45-horse power rotary, was taken to the speedway by Marquette for a trial, and after some minor changes made by Noblett, Marquette has made two flights with it. He will use it in the events in which he is entered next week. Marquette designed his own air craft and built it at odd moments in his workshop in College avenue, with the assistance of two or three young men friends. He embodied a great many of Curtiss's ideas and several of his own, which he has proved practical. His aeroplane, built without a working model was balanced and constructed so that it was not necessary to make any great changes after it was taken to the aerodrome. The points of difference between the Marquette and Wright machines is also, to some extent, the difference between the Wright and Curtiss machines.

It differs from the Wright machines at the speedway in several important particulars. The Wright machine has a "wing expanse" of forty feet, while Marquette's machine is only thirty-six feet across. The Wrights accomplish the tilting of their craft by warping, i. e., bending their main planes. These are made flexible so that they may be warped about ten feet on each end. In Marquette's machine he uses two small planes set at the ends and between the two large planes to accomplish the tilting necessary in turning. This is the point in construction over which there is now so much litigation.

Uses Auto Steering Wheel.

Marquette and Curtiss use an automobile steering wheel to work their elevating planes which cause the craft to ascend or descend. The Wright aviators use a lever at the side of the seat. Marquette's machine has only one seat, while the Wright machines have two. The local man controls his rudder with his feet, while the Wright control is in a lever.

Directly in front of the rudder Marquette has what he calls a following plane which he says affords a double safeguard in case his engine should stop in midair and he should have to glide to the ground. The Wright machines have no such plane. Marquette's license fee to enter the meet next week has been paid and he hopes to demonstrate that Indianapolis can build good sky craft as well as good autos. Now that he has demonstrated that his machine will fly he says it is only a question of his own ability.

Top Row, Left to Right—Johnson, sawing wood; Papke, Jack Melville and Jeffries.
Second Row—Johnson and his camp mascot; Jeffries on the road with Farmer Bu.
Lower Row—Johnson, listening to a story by Tom Flanagan; Johnson, posing for

Today's "If" Table.

	Today.	Won.	Lost.	In.
St. Paul	.673	.679	.689	Ma
Minneapolis	.654	.660	.641	Co
Toledo	.598	.693	.584	To
Columbus	.440	.450	.421	Lo
Kansas City	.435	.448	.425	Mo
Indianapolis	.423	.423	.415	To
Milwaukee	.417	.428	.408	St.
Louisville	.346	.358	.330	Ku

Standing of the Teams

American Association.

	Won.	Lost.	Pct.	
St. Paul	35	17	.673	Ma
Minneapolis	34	18	.654	Co
Toledo	31	21	.598	To
Columbus	23	23	.440	Lo
Kansas City	20	26	.435	an
Indianapolis	23	30	.423	
Milwaukee	20	28	.417	po
Louisville	18	34	.346	po

National League.

	Won.	Lost.	Pct.	
Chicago	28	15	.651	
New York	23	17	.622	Ch
Cincinnati	23	19	.537	Ne
Pittsburg	21	19	.525	I
St. Louis	21	24	.467	er;
Brooklyn	20	25	.444	an
Philadelphia	16	24	.400	A
Boston	18	29	.358	po

American League.

	Won.	Lost.	Pct.	
New York	27	12	.692	po
Philadelphia	27	13	.675	A
Detroit	30	17	.639	on
Boston	22	21	.512	
Cleveland	17	20	.459	A
Washington	19	26	.422	Wa
Chicago	15	24	.385	Ch
St. Louis	8	32	.200	B

Central League.

	Won.	Lost.	Pct.	
Ft. Wayne	24	11	.686	A
South Bend	22	11	.667	Ne
Grand Rapids	21	12	.636	Del
Terre Haute	18	13	.581	B
Evansville	14	23	.389	Sch
Wheeling	13	31	.382	A
Dayton	11	30	.365	Bo
Zanesville	10	23	.303	Cle

GAMES TODAY.

American Association.

St. Paul at Indianapolis.
Minneapolis at Toledo.
Kansas City at Louisville.
Milwaukee at Columbus.

National League.

Pittsburg at Philadelphia.
Chicago at New York.
Cincinnati at Boston (two games).
St. Louis at Brooklyn.

American League.

New York at Detroit.
Philadelphia at St. Louis.
Boston at Cleveland.
Washington at Chicago.

Central League.

South Bend at Ft. Wayne.
Grand Rapids at Dayton.
Toledo at Zanesville.

W. L. DOUGLAS

JEI