

"Circulation Books Open to All."



"Circulation Books Open to All."

DARING FLIGHT, SMASHING ALL RECORDS.

Weather Forecast: SHOWERS, COOLER

To-Day's Events 1-THIS IS DECORATION DAY.

month and year, prints more advertisements than any other newspaper on earth. 3—The World, to-day (as usual), circulates into more New York City homes and offices than

any other morning newspaper. Keep Abreast of the Times and Use World Adut

PRICE ONE CENT in Greater New York and Jersey City.

VOL. L. NO. 17,814.

a Fiendish Plan of Re-

venge He Had Formed.

ROTHER SITS NEAR, TOO

self, but the Last Bullet in

Revolver Is Gone.

his wife and child.

die," commanded Neuman.

said:

Mrs. Neuman shouted to her brother-

. The first shot was quickly followed

Three Bullets in Wife's Head.

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NEW YORK, MONDAY, MAY 30, 1910.

PRIZE AND NEARING THE FINISH ON GOVERNOR'S ISLAND

JUST BEFORE ALIGHTING & GOVERNOR'S ISLAND...

WONDERFUL FLIGHT BY WHICH HE

WON THE WORLD'S \$10,000 PRIZE.

CURTISS TELLS THE STORY OF HIS

LADY ELEPHANT IS

ing Crackers to Her.

adore Neuman, a Former U. S. Cavalryman, Carries Out

ell and the threats of the keepers Alice SCARED TO PREVENT CRIME. has so far brazened the thing out. She will not even acknowledge that she has the ring. Because of her base ingratitude and criminal propensities Alice will euman Also Tries to Kill Himget no more crackers.

A HERO ON CARNEGIE'S HERO FUND COMMISSION.

PITTSBURG, May 29.—The Carnegie Hero Fund Commission, which had being episode of last Wednesday, when a

Albert J. Barr, proprietor of two Pitts-He intended to use the sociated Press, is the life saver, who since last Wednesday has been trying

liquid fell on a chauffeur, who dashed hand and with his umbrella beat out achusetts at No. 1526 North New the flames and then assisted in exmpshire avenue, Washington. It was tinguishing the fire in the garage that Neuman induced her to re- though warned that there wer gallons of gasoline yet there and likely

nn were in Central Park, they had an-her falling out. It was then that Neu-hero's work without knowing it was the

COMET AND THIRD RAIL BAD FOR "L" PASSENGER.

result of an accident on the Broadway y right now. This will put him to "L" yesterday morning. On the platep," said the former cavalryman, as form at Chauncey street he was pointing out the spot where he had seen the comet the night before when he made a law and leaped from the bed, but misstep and fell over the edge of the

e father.
'It's too late, get back or you will he was almost stunned. the Williamsburg Bridge. The motor Then he pressed the muzzle of the man. Albert Stule, of No. 6 Moffatt volver to the crying infant's head and, another and aret, tried to stop the train. Cosancing at the frenzied mother and grove must have realized his danger. ror stricken brother, pulled the trigdeath from the third rail. His body lay across it and the spectators saw

to his wife's arms. Rushing at her Stule finally stopped the train and "This ends all of our misunderstand-gs." Then he fired three shots, all of nich crashed through the woman's nill. She fell dead over the body of but were afraid to touch the limp body Women on the station platform cried off. Then Cosgrove was lifted to the Sergeant Shields of the East Eighty-thth street station was found by one the neighbors. He ran up to the of the Neuman apartment, where was met by an ashen faced, perspir-

I am Mr. Isadore Neuman," he said. Capt. Charles Wilson was digging up guess you will want me to go to the his garden on First street, close to the ation house. If you have a cigarette I bay shore of Bayonne, N. J., yesterday when his shovel turned up a skeleroner Holzthausen held Neuman on ton. Wilson continued digging and charge of homicide. The bodies were brought up two more skeletons. The bones lay side by side with the heads

CORRECT WEIGHTS

12,140 "Help Wanted" Ads.

2,748 More than the Herald

1,823 "Business Opportunity" Ads.
798 More than the Herald.

282 "For Sale" Ads. 282 More than the Herald 289 "Financial" Ads. So More than the Herald

298 "Amusement" Ads.
32 More than the Herald.

CURTISS WINS THE WORLD'S \$10,000 PRIZE; A DIAMOND THIEF.

Ungrateful Alice Steals Ring From Young Woman Giv-

START FROM ALBANY ON FLIGHT FOR WORLD'S \$10,000

Miss Elizabeth Morrell of Chappaqua, week for a year, and has always she was feeding the animal when the diamond ring, which was loose, was

He Gets No Medal.

brother Solomon, death, has ceased its labors in that direction on finding that the real hero was

When they returned home Mrs. Neuced their child on the bed and reparing to seek a little rest when

Percy Cosgrove, nineteen years old. of No. 56 Somers street, Brooklyn, is baby was already in the grasp of platform. His head struck a rail and

> Just then a train came along from for he rolled over; but then he faced him quiver with the electric shock.

he crew jumped down to the tracks, hysterically. Word was sent to the power house and the current was shut platform. Dr. Howard took him to the Bushwick Hospital. He had a deep gash in his head and many burns from the third rail. His chances for living

toward the West, and Wilson said that proved the skeletons were those of Indians. The bones may have lain there

AND MEASURES.

If you can't get a "square deal" importing sugar or bring in a Paris gown without unjust interference by the Custom House officials, find the profit you seek through The World, which printed last

9.450 More than the Herald. 6.6:3 "To Let" Advertisements.

"Summer Resort" Ads. 1,799 More than the Herald

132 "Plano & Organ" Ads.

111 More than the Herald. 264 "Horse and Carriage" Ads.
64 More than the Herald.

WORLD ADS. ARE CAREFULLY CEN-SORED AND ARE ALL PAID FOR

at. I could tell much better from the ground than from up above.

"When I went to bed last night I was not decided whether I should make

the attempt in the morning. It was all a matter of weather, and when I

arose at 5 o'clock and drove out to Van Renssalaer Island I found quite a

breeze blowing. The weather man had warned us to expect wind from the

south, and sure enough the breeze was from that quarter. It's that way

breeze blowing up the river. A head wind is rather objectionable, of course, if

strong, but I would rather have it for flying than a side wind. Anyway, we

got everything in readiness and I telephoned to Poughkeepsie and Hudson

for weather reports. They proved favorable, showing light but varying

winds, and on looking at the sky I felt warranted in starting for Pough-

keepsie at any rate. We set the engine going and warmed her up. Then we

weight, enabled me to fly right off

we examined every detail and assured ourselves that everything was

A little after 6 o'clock there came a full and soon there was but a slight

SPEND TODAY AT GARDEN CITY me till we got to Poughkeepsie.

"Flight Will Live Long in Our Memories," Says President Taft.

Washington, May 29. I am intensely interested in what Mr. Curtiss has done. It ems that the wonders of aviation will never cease. I would hesitate to say that the performance of Mr. Curtiss is an epoch, because tomorrow we may hear that some man has flown from New York to St.

Mr. Wright told me at the time the ten-mile flight from Fort Myer was made that the chief difficulty was in flying over unknown territory. Mr. Curtiss seems to have surmounted this, and I am glad he has. His flight will live long in our memories as having been the greatest. WILLIAM H. TAFT.

I flew out over the city of Albany to get in the limits from which the five minutes, and it keeps one pretty busy watching for that and for other race had to be started. My feelings? All I wanted or thought of at the things connected with the working parts.

moment was to get started at the most favorable time. We had taken every Nothing had particularly attracted my attention, except the train that possible precaution and I found myself going well and flying high and strong was following me, of which I shall speak later. The only thing I watched very quickly. The great power of my engine, 50 horse-power for 150 pounds from above was the smoke from locomotives and chimneys that would tell Ime how the wind was blowing.

The head wind I found up above was all right, much better than the Presently I found a wire vibrating. It was supporting one of the conwesterly wind I met further down the river. I rose immediately to a height trols, and if it had broken in two, as might well happen through friction in of about 700 feet and kept at that average I should say most of the way to vibration, the consequences might have been disastrous. However, I watched Poughkeepsie. It's a hard thing to tell just what height you are travelling it closely, and it held out till I reached Poughkeepsie.

I knew there was a special train chartered by the New York Times fol I had a watch with me, and when I had been flying about an hour I was lowing me, and that Mrs. Curtiss and some friends were on board it. Natureally surprised to see Poughkeepsie bridge loom up in the distance before rally I was looking out for it, as I knew my start had been signalled to them me. I had no idea I had been making such good speed, and my mind had and that they had seen me start. I spurted off so much ahead of the train been concentrated entirely on the engine and the foot pump with which I at the start that I glanced around occasionally to see if it was following me lubricate it. You must understand that I have to give her two pumps every I saw it, but it didn't catch up with me till I had gone fully twenty-one miles, their height, and still soared higher and further away, the little which indicates the speed I was making. After that it kept well abreast of

> it, and I passed over it about 300 feet above, I should judge. I can assure New York's most beautiful suburb. Our sales of residence plots during the past 30 days Mave amounted to over \$600,000. Visit the property. Compare it with all other places and you will see why. Phone for particulars and transportation to Madison 7044. Gage E. Tarbell, 320 (Continued on Third Page.) My landing place had been selected some days before, and there was a

He Covers in Aeroplane 137 Miles in 152 Minutes, or Better than Fiftyfour Miles an Hour—Stops an Hour to Replenish Gasoline Tank at Poughkeepsie and Makes Official Landing at Inwood.

SPECIAL TRAIN RUNS AT TOP SPEED TO KEEP THE AVIATOR IN SIGHT.

After Short Halt at Upper End of Manhattan Island, He Sails On Down to Governor's Island, Where Army Officers Greet Him-Crowds Wildly Enthusiastic Along Hudson Valley from Albany—Ascends at Times Nearly 1,000 Feet to Avoid Treacherous Air Currents-Steamboat and Locomotive Whistles Toot and Bells Ring in Cities En Route.

Glenn Hammond Curtiss flew from Albany to New York yesterday morning and won the \$10,000 prize offered by The World for the successful completion of such a trip in less than twenty-four hours.

Starting from the State capital at three minutes after 7 o'clock, he anded on Governor's Island, both man and machine in perfect condition,

On the way he had made two stops, the first at Poughkeepsie, where ne spent an hour replenishing his oil tanks and going over the engine, and the second at Inwood, just across the ship canal from Spuyten Duyvil, where he made his official landing in the limits of New York City. He spent an hour and seven minutes there and then flew on to Governor's Island, doing the distance from Inwood to the landing place in eighteen

On the official trip, from Albany to Inwood, Mr. Curtiss covered 137 miles in 152 minutes, an average speed of fifty-four and four-fifths miles an hour. At times Mr. Curtiss's machine sped as fast as sixty miles

Flight Breaks All Records for Speed,

For Distance, and for Both Combined. All records in aviation were broken by this flight. tecords for speed and for distance and for both combined went down befor: the steady wing of the Curtiss aeroplane.

The exact figures of the flight were: Landed at Gill's Farm, Camelot, near Poughkeepsie, seventy-five miles from starting point.......8.26 A. M. Left Gill's Farm9.26 A. M. Landed at Inwood, sixty-two miles from Gill's Farm. 10.35 A. M.

Landed at Governor's Island......Noon. The flight from Spuyten Duyvil to Governor's Island was not a part of the official flight, which ended when Mr. Curtiss's machine landed safely with-

in the limits of Manhattan. Crowds gathered at every point along the great trip. A special train hired by the New York Times followed the flight of the aviator, locomotive and steam vessel whistles cracked the air with their blasts of greeting, and every-

where Mr. Curtiss found a welcome awaiting him.

So That Passengers May Watch Flight. But he flew on unheeding, mindful only of his engine and his oil tanks, skimming through the air at a speed that left even the Twentieth Century Limited behind him. It was only by running the special train at sixty miles and more per hour that the occupants were able to glimpse the man-bird.

When he landed he was cheered by the officers of Governor's Island, and then, after a brief lunch, The World's check for \$10,000 was presented to him in the editorial rooms of this newspaper by J. Angus Shaw, the President and Treasurer of the Press Publishing Company.

The fact that the day was Sunday prevented many persons from seeing the flight who would have been on the lookout o na weekday. But bulletins were sent out through the city and flags were flown at prominent points indicating that Curtiss had started on his memorable flight

Crawds gathered on rooftops in the city, and there was not a hotel that did not have a gathering of interested spectators. They saw Curtiss glide by down the river like a flash, faster than any bird and with strength and equiese comparable to that of an eagle.

Aviator Rises Highin Air at Start From Albany; Soon Out of Sight.

ing than the start from Albany. Less than a hundred persons witnessed it. They cheered him for his pluck when Curtiss gave the signal that meant to his mechanics, "Let her go!" When he rose from the ground they waved their hats, shouted and cheered again, and some in a delirium of excitement

As Curtiss rose higher and higher, swept over the tree tops at five times group of watchers sank into silence. The thrill of excitement had given place to the awe of solemnity. Rooted to the ground, the knot of spetators Flying high, I could see the huge cantilever bridge long before I reached found themselves overwhelmed win the beauty, the mystery and the seeming human impossibility of the sight they were watching.

> With never a doubtful movement, never the slightest wobble, never the east undulation, never a tremor to suggest that the thing he was riding on was riding on the air, Curtiss sped up and on, straight as a line, swift as

CURTISS MAKES A FLYING START FROM A CLIFF AFTER HIS LANDING AT INWOO

their hats, shouted and cheered again, and some in a delirium of excitement wrung each other by the hand.

As Curtiss rose higher and higher, swept over the tree tops at five times their height, and still soared higher and further and further away, the little group of watchers sank into silence. The thrill of excitement had given place to the awe of solemnity. Rooted to the ground, the knot of spectators found themselves overwhelmed with the beauty, the mystery and the seeming human impossibility of the sight they were watching.

With never a doubtful movement, never the slightest wobble, never the least undulation, never a tremor to suggest that the thing he was riding on was riding on the air, Curtiss sped up and on, straight as a line, swift as shot from gun. Rapidly the shape of the aeroplane diminished till it looked like two tiny lines. Then the two lines became one, and then a speck, and then the aeroplane passed from sight, a thousand feet up in the sky and six miles at least away from its starting point.

Out of Sight Seven Minutes After

He Gives the Signal to "Let Her Go." From the moment when, after receiving the hearty, admiring, even loving, hand grips of the friends who whispered "God bless you!" Curtiss had given his signal of readiness, to the moment he disappeared from view, was seven minutes. The little crowd stood on and peered at the point in the dome of blue where he had faded from the reach of their eyes. They were

"That is the grandest sight I have ever seen," said Jacob L. Ten Eyck. the wealthy lawyer of Albany, who had acted as official starter on behalf of The World. "It is the most extraordinary thing I have ever witnessed, and the most beautiful: I would not have missed it for a year of life But it

When Mr. Curtiss went to bed on Saturday night there was a gentle smile in his keen light blue eyes, but a grim, set expression on his lips. It was 4 A. M. when Mr. Ten Eyck rang up from his home and roused

Curtiss out of bed. "Gee!" replied the aviator over the phone, "I was tired out and went back to bed. I think I'll rest another hour yet. Things look good, but I fancy they will be better still later; they look that way to me. Let's take

There was almost an appeal in the tone, something of apology, and yet something of "leave it to me, for I know."

At 5 o'clock Curtiss came down. He looked tired and was alone. The absence of Mrs. Curtiss gave the impression that nothing would be doing. Curtiss confirmed it when he said, "I'm not really anxious to make the flight on a Sunday. I wouldn't like to offend any one, and many perhaps might think it wrong. But if there is a good chance I don't think I ought to miss it. Real good chances are so rare; I dare say people will for-

He walked across to an all-night lunch room and made a breakfast of a cup of coffee and an egg sandwich.

The morning was ideal. Smoke hung almost immovable over the

When he reached the tent in which the aeroplane lay on Rensselaer Island-all his mechanics were still asleep except Kleckler, the chief.

"Everything is good and ready," reported Kleckler. "Let 'em sleep on a while," replied Curtiss, referring to his other men. But he had taken a keen glance around the horizon, and without a word

of what his intentions were, he got back into Mr. Ten Evck's automobile Later it was discovered he had rushed back to the hotel as swiftly as

sign of haste, and the expression on Curtiss's face was utterly inscrutable. When he once more got into the automobile and took Kleckler with him and said he was going to try to consult the weather man, the idea

chance be needed to put right any mishap.

On his return Curtiss went quietly into the tent and very quietly drew on his aviation-aquatical suit. He knotted up the twine that supported his fishermen's rubber trousers, pulled light cloth shoes over his rubber covered feet, put on his chauffeur's leathern jacket and reversed his cap.

So attired at last, and looking a most curious object, he carefully went over the whole of his aeroplane, examining especially the controls and the inflated bags that were to support him if he had to alight on the river. Satisfied he "ducked" under the framework and took his seat.

Suddenly White, one of his mechanics, called out for a stop and, hur rying into the tent, brought out the cork life preserver Curtiss was to wear. The four slabs of cork were fastened together so as to make one big slab the ordinary way because it would have interfered with his working his

The precautions were much more necessary than the success of the flight might suggest. If the machine had fallen into the river it would have floated on its lower surface and Curtiss's legs and the lower part of

Many rushed up to get a last handshake and to wish the daring aviator all success. The last to wish him luck was Dr. William Greene, who was himself anxious to try for the prize.

The engine was started by one swing of the propeller. Curtiss waited tpeed of twenty miles an hour that became thirty in fifty yards and thirty-droning of a fly. five in another twenty-five yards.

Were Not Sure at First That He

into resounding shouts as she rose from the ground.

It was still doubted whether Curtiss was really on his way to New York. course of the Hudson River.

Never before had Curtiss been seen to make such a flight as this was the air. even in its first mile. Heretofore he has preferred to fly just above the Cheers Music to Him as He Sails High Above Poughkeepsie earth and has rarely gone higher than seventy-five to a hundred feet.

Now, within half a mile of his starting point, he had sent himself up to a height of over seven hundred feet.

Up and up Curtiss continued to mount. The trees beneath him seemed like shrubs when their height was compared to his. Soon he must have been near upon a thousand feet up in the air.

From the starting point it was impossible to guess at his speed, for he was flying straight away. His pace could only be judged by the rapidly diminishing size of the machine. The aeroplane seemed to be standing still at a point high in the sky, but growing swiftly less and less in size. At last it became the merest speck. And then it disappeared from view No more stirring spectacle was ever witnessed.

When the little crowd found itself able to tear away from the starting

place all were singing high praises of Curtise.

"Even if he should get no further than we have seen him," said Mr. Ten Eyek, "Curtiss has proved this morning by his glorious rise into the air that

Poughkeepsie Crowds Cheer As He Lands Easily at Gill Farm.

Shattering the Sabbath morning quiet of Poughkeepsie there came at minutes after 8 o'clock an incessant clamoring of the deep-toned fire fell of the City Hall tower. Twenty-seven times the bell rang out.

CURTISS, HIGH ABOVE POUGHKEEPSIE BRIDGE, OFF AGAIN FOR NEW YORK, AND MEETING WITH WIFE AT END OF TRIP I expect that I will occasionally find it necessary to go up from 500 to



he automobile would carry him and had hurried Mrs. Curtiss and her for days. Three times nine it had been arranged the big public bell would party to get away on to the special train. On his return the aeroplane was be sounded when Curtiss and his airship could be sighted within sixteen run out of the tent and the engine was tried. But there was not the least miles of the town. Every morning the ringing of the bell had been expected; every evening the populace had awaited it.

Finally, just as some of the late sleepers were turning over for the of further delay seemed confirmed beyond all doubt. But he was taking delightful second sleep that may be indulged in on Sunday morning, or Kleckler to the special train that the engineer might be at the landing while some were in their bathtubs or others making their way sleepy eved lace below Poughkeepsie with tools and any supplies that might by to breakfast tables, there came the loud sensational bang, banging of the

Receives Godspeeds and Is Away Crowds Rush in Motor Cars and Trolleys to the Landing

Place, in Broad Field, in Open Country, Below City. Beds, breakfast tables, bathtubs, were abandoned on the jump, and there came a rush of people from all avenues. Garages were besieged, cranks feverishly twisted and automobiles crowded and put into motion. the ground. The city trolley company responded to public demand by turning out a wonderful flight.

Swarms clambered aboard the cars, wedged themselves onto the platforms and some hung from the rear dashboards, desperately, by their very rimmed glasses from his eyes and stood smiling at the crowd.

that crosses the Hudson at a height of two hundred and twelve feet was jumped on it in his cheering excitement. The first one to grasp the aviator's one of the favorite vantage places. But almost an equal number sought the open country and a location near the landing place. There was a race of 500 motor cars for the Gill farm.

Along the shore up above the bridge cheers and cries had begun to start by this time.

"There he is! There he is! Curtiss!"

And there, high, very high in the air he appeared. He was undoubtedly moving at this point higher than at any other in his journey. He was flying in his slender, wonderful machine, five hundred feet at lesat, higher than the in his steller, would not be made out save with field glasses.

The had speeded his motor up. Then he nodded his head bridge. The aviator himself could not be made out save with field glasses. he and raised his right hand, the signal to let go. His mechanics sprang back The machine looked scarcely larger than a big bug. This, too, it further refrom the aeroplane and the machine jumped off along the ground at a sembled in that at this distance the clatter of its motors sounded only as the The sky was cloudless. Little as it was as seen from the surface of the

earth, the machine's slender lines were clearly defined. It was moving stead-Was Really on Way to New lork ily. No air current was disturbing its progress. There was no dipping or The little crowd of onlookers cheered as she ran along. The burst swaying. Straight ahead and straight over the high Poughkeepsie bridge it

When it did the thousands turned loose a mighty cheer. It was repeated He swung a little to the right to get over the boundary of the city of Albany again and again. Hats went up in the air and American flags were waved at an easy point that had been found by Official Starter Ten Eyck. Then up at him. And although from his seat at the levers of his soaring machine away, up and up, into the air he went, and straight as a bee line for the Curtiss could see the crowd only as a wildly moving mass of tiny things, the cheer went up to him clearly as sound does travel into the upper regious of

Bridge, with His Machine Under Perfect Control,

It seemed as if the music sounded good to him, as if he would like to be closer for a nearer hearing of its melody. In the perfect control of his

machine he promptly began to come closer and closer to earth. When the aeroplane had dipped its way down to within about three hundred feet of the river he resumed his straightaway sailing on a perfect level. He could be seen then, working his wheel and lever with ease, meeting always the unfailing response fro mthe wond-worker of his creation. It was just twenty-one minutes past 8 o'clock when he crossed over

the Poughkeepsie Bridge.

On the southern boundary of the ancient Gill farm-it was granted road two hundred years old. It leads from the main turnpike to the Hud- ping of a bolt nor the straining of a wire. son River, terminating in a steep incline, and at the bottom is an old,

wharf a tall flag-pole, and from its top the Stars and Stripes swayed in sponse from a dozen or more of "He's all right." cloth, a motor, and a superb courage—none of us will ever forget this day!" stately fashion in the mild summer breeze. Beneath the Stars and Stripes flung a cloth of red. This was the prearranged signal by which Curtiss any bitter tinge of remembrance of a crowd that hooted at him when he was to know his landing place in case when he neared it the topography decided not to make a try for the big prize after a trial in Albany on Friday should not prove easily recognizable from above.

and knolls with patches of woodland. Beyond these hills and below them stirring in the atmosphere around him. sweeps the open land. Across the first fields stood a clump of elm and maple trees. And just beyond these were the flat acres of the Gill farm where Curtiss designed ao alight.

But for all the hurry and scurry of the crowd, the flying of the motor means a great deal to me at this stage in my journey. pecting cars down the road from Poughkeepsie—and up the road, for the matter

Without a Jar, the Wheels Rolling Along on Grass.

There were only a dozen cars on hand and about one hundred persons when the aviator turned off from the gleaming Hudson and came swiftly on over the hills, the sound of his motor at first a mere drone, becoming he set his aeroplane on a course downward, but aiming straight for the spo lowers and Farmer Gill would be the ideal place for his landing.

It was a most convincing exhibition of the practical development of his machine and his own mastery of its handling, this descent that he made at Poughkeepsie. Down came the aeroplane from three hundred to two hundred feet and then the sight of it was almost lost behind the trees, and and Tenth street and the Harlem River, Inwood, on Manhattan Island. ome in the crowd cried out. exitedly:

He was not, however, going to do anything of the kind. The machine came prettily upward from its dip, rose neatly about twenty feet above the trees, stirred the foliage slightly as it passed, and then must be a hummer!'

"He's going to hit them-he's going to hit the trees!"

easily, gracefully and with swan-like gentleness the Curtiss flyer touched There was not the slightest shock of impact; not the tithe of a jolt. squadron of cars—one line going down to the river front, the other wind- Curtiss was not even jarred in his seat. The rattle of the motor ceased of a Duyvil and the water was as calm as a lake. Then I saw a shadow flitting

ing along rural roads in the direction of the Gill farm, on whose broad hav- sudden. On its pneumatically tired wheels the machine rolled along the field it was well known Curtiss intended to make his half-way stop in his grass. But before it had gone twenty feet over the sod it came to a stand-up to see if it was a cloud. still and the next instant Curtiss was out on the ground, had flung off the life preserver that had been strapped to his chest, pushed up the heavily

Farmer Gill had ripped off his coat and was waving it wildly at Curtiss in the last half mile of the flight. Now hand in congratulation on the victorious completion of the first stage of his journey was young Bert Phillips, a World photographer and a personal acquaintance of Curtiss.

He asked the crowd to stand back for fear of doing unintentional injury and in the face of the marvel that they had just seen him perform they were

The Seventy-Six Miles from Albany to Poughkeepsie Made in 84 Minutes; Crowd Swarms About Man-Bird.

Every second augmented the crowd. There was a wild concert of automobile horns in his celebration. And then there was a general dismount ing from the machines and beautiful women and wealthy men crowded alike with barefoot farmer boys and lanky rustics and the Sunday crowd from Poughkeepsie in the swarm upon the field.

They all, however, with common accord held back at a respectful distance from the aeroplane and there was no exhibition of such rudeness as handling the mechanism or overcrowding the aviator.

He had swept over the Poughkeepsie Bridge and reached the Gill Farm fields, a distance of fully five miles, in exactly five minutes. The wheels of the aeroplane had touched the ground at exactly 826. He was travelling, therefore, at exactly the rate of a mile a minute

The distance from Albany to Poughkeepsie is seventy-six miles. He had been one hour and twenty-four minutes in covering it.

Curtiss called then for the gasoline that he expected to be in readings on the field for the refilling of his tank. But the motor car bearing it was on the way-it had not yet arrived.

The aviator voiced his disappointment.

"Oh." he said, "I do not wish to be delayed a minute more than necessary. The gasoline is the only thing to hold me back."

'We've got gasoline!" and "How much do you want?" and "You're welcome to mine, Mr. Curtiss!" came from a dozen directions from 'he auto- oil."

Mechanicians Go Over Aeroplane Thorongylv and Find that it Is in Perfect Condition

Mechanicians had arrived in a motor car, and a agustus Post of the Aero Club had appeared. He assisted Curtiss and the mechanicians in making a thorough examination of the machine. But it was found to be in to the family by King George the Fourth-runs a deep-rutted, brown clay as perfect condition as when he left Albany. There had not been the slip-Now and then, while this was going on, some enthusiast in the crowd

weather-beaten pier, patched from time to time through fifty years of use. would find it quite impossible to keep his feelings to himself. There would Farmer Gill, peacock proud that his fields had been chosen for the come a cry of "Oh, you Glenn Curtiss!" Or "Whoopee, I guess maybe you're he is a man of supreme skill and nerve. He has given a lesson that will alighting of the aviator on this famous flight, had erected on this old not the class!" Or "What's the matter with Curtiss?" with a ready re Curtiss himself was, of course, feeling supremely happy. If there was

night he was quite willing to forget it now, and smiled back at the crowd in Passing up from the river the shore is a tumble of round-backed hills huge enjoyment of the adulation that it needed no very keen psychic to feel

He said at this point to a World reporter:

"Of course, I'm glad of public approval. And I feel splendidly fit and ompetent to finish the trip. The weather condition seems settled, and that

"Of course, I recognize that a more difficult course lies ahead.

country I have just traversed has been more or less flat. Hills are ab Around these hills rush air currents that are veritable traps to avia

or even 1,000 feet. "The trip down was fine after I got past Catskill. The very first in my journey out of Albany was the worst one so far. I encountered trary winds there. The wind in general character was against me. after that the wind has been very kind to me and it has been with m

good part of the way." He turned then to greet Mrs. Curtiss. She was laughing with the of a schoolgirl. And she did not attempt to hide the gleam of affection pride in her glance as she grasped both his hands. He looked a trifle em barrassed as she lifted her face. But he stooped and kissed her quickly and then they both laughed and the crowd showed symptoms of want to cheer and was apparently held back by a thought that this part of the affair was, after all, not quite any of their business.

"It's just great, Glenn!" she said to him; "just great! You can't fail! Then she clasped his hands again and withdrew to let him give attention anew to all the parts and details of his aeroplane.

5,000 Enthusiastic Spectators See Him Off

On Last Leg of Prize-Winning Flight to New York It was just fifty-five minutes after he had landed that he drew back and announced that everything was all right and ready for a continuan of his journey. He asked for a drink of water, and took it eagerly and without grimace from a big tin pail, that being the only thing at hand. He drank long. As he lowered the pail he found two tiny little girls standing before him, their hands raised for him to shake. This he did promptly, and patted their cheeks as well, while their father said proudly:

The little girls were Maurita and Ethel Baker, their father Lieut C. A. Baker of Company K, Tenth Regiment, N. G. S. N. Y.

While assistants held down the flying machine Curtiss tested the working of the motor and propeller. There was a deafening clatter and the whirl of the propeller waved the grass behind it as if it were being swept by a storm.

Then he stood as his assistant strapped the life preserver on chest. Immediately thereafter he mounted to the little seat of his a gave the wheel a twist and the lever a pull. And this was the sign for crowd to honor him hugely.

There had been only a few more than a hundred persons when landed, there were more than five thousand watching his ----y move now. As he sat in the seat, just ready to fly, a great cheer went up. looked around and smiled. The motor rattled and chugged, the sler delicate airship quivered and then suddenly it started, scurrying acros the grass for about one hundred feet or more, its wings trembling. And

Greater than ever the cheers rang out when the ship left the ground Steadily it took to the air, soon it was above the trees and in incredibly swift time was atop of the hills themselves, growing smaller and smaller, till it floated over the river and turned sharply and then down into the valley, between the thickly foliaged trees by the riverside. One could just get a fleeting glimpse of the tiny thing on its triumphant way to the great

How Inwood Went Wild When Curtiss Made His Landing.

the varied colors of the Grand Canvon of Arizona when Curtiss ca around the headland from the Hudson and swept into the little creek which is the beginning of the Harlem River," said, yesterday, Manager J. A. Schrefer of the Reliance Motor Boat Company's yard at Two Hundredth "I had been around the yard all morning tinkering and was in the

office at 10.35 o'clock when I heard what I thought was the roar of sor fast motor boat coming into the Harlem from the Hudson.

"'Gee!' I said to the watchman, 'there comes a fast boat, all right "We tumbled out of the office building to take a look at it, as all the

fastest craft pass here and we like to keep tabs on them. "I looked up the river toward the entrance of the creek at Supyten

across the rushes down by the shore and coming right for me, and I looked

"There Was Curtiss in His Aeroplane,

watchman tumbling in ahead of me. But I was on my feet in a m and realizing what it was sprinted for the seven-foot board fence back of the yard over which he had disappeared.

"I ain't much at fence climbing, but I reckon that no took a high fence as quickly as I did that. By the time I was up on to of it so I could see over he was settling down into the tall grass on hillside a hundred and fifty yards away. The machine was as graceful a bird coming down with white outstretched wings into a clover field. That was all I could think of as I tumbled over and picked myself u

and sprinted for the place. "As I ran, the machine touched the ground on all three wheels as gently as a butterfly lighting on a moss tuft. It wouldn't have broken an egg shell. I was so elated that I just yelled. I didn't yell anything bu

just made a noise to wake the echoes. "The aeroplane ran along a few feet and stopped, the tall grass ending down gracefully with the wind made by the alighting. Then Cur

got off and came around back of it and met me with a smile. "I knew him when he was riding a bicycle and he had the same qu smile that he used to have when he and I were pedalling together. The fire thing he did was to pull out his watch and look at it and then he shock

"I guess I'm on time,' he said.

hands with me.

"'Have you broken down?' I asked, to which he answered: 'No, everything is all right. I am running out of oil and so I came

down to get some. I noticed as I came along here by Spuyten Duyvil that the float in the cylinder oil tank showed that she had been using up oil faster than I had anticipated, and so I turned in here to see if I could get some. "'Sure you can!' I cried. 'Do you need any gasolene?'

"'No, I have plenty, but if there is a telephone I will telephone for so

"I told him that we'd give him all he wanted, and we started for the ard. By now all around on the edge of the bowl-like hill surrounding p began to appear, running like wild to reach the spot where he had le Men, women and children came tearing down across the fields, vaulting fences and scrambling over hedges to be here first.

"Two young women, Mrs. Harold G. Williams, daughter-in-law of M Percy G. Williams, the theatrical man, who was staying up at a house on the nilltop, and Miss Florence Miner, daughter of E. J. Miner, were the firs women to come panting up. Curtiss saw them coming and looked scare Perhaps he remembered Hobson, but he stood his ground and met them sm ing and shook hands with them, and they congratulated him very prettil

"Then we went over to the shop and got the ell, and he tele The World, and by the time we got back into the field there was a big i mob of people surrounding the machine. A few moments before th hadn't been anything else but droning bees and sunshine in the field, now a crowd was gathered from all sides. A big baseball game up over hill dissolved in an instant. They said there were three men on bases, it was a tie in the ninth inning—but it stopped right there and every hiked for the field in the Isham estate, whehe tre flying machine had lown. That ball game never was started again, either, I guess.

"The machine was turned around heading out toward the Hudson the oil was poured into the tank, and leaving two of his pontoons h took his seat and was ready to start. By now there were a thousand around and the machine was in apple-pie order. The crowd got aro

TWO HUNDRED THOUSAND PEOPLE ON ROOFS AND RIVER WELCOME CURTISS.

S \$10,000 PRIZE PAID TO CURTISS UPON HIS ARRIVAL

hin Three Hours After Landng on Governor's Island He s Escorted to The World's Editorial Rooms. Where He Receives World's Check.

TABLE SCENE AT THE UNPRECEDENTED EVENT.

rtiss, Taken by Surprise by the Prompt Payment of the Prize, Says, "It Took Me Longer to Make the Flight than to Collect the Money."

hile Glenn H. Curtiss was being

had come here to conulate Curtiss in behalf of Ham-

Fanciuli, formed the centre of ther Interesting group at the other of the room. While Curtiss and of the room. While Curtiss and manager were telling of the flight Curtiss was giving an account of she felt while her husband was on

I she felt while her husband was on hazardous journey through the air several women newspaper writers, her narrative was fully as interag as that of her husband. It a moment was lost in getting a to business. Fanciulli gave an unt of the flight mile by mile, tellof the times when the aeroplane and or swerved and seemed in dan Post, who had followed the aero-Post, who had followed the aero-e in the special train run by The York Times, had taken notes the route and he furnished de-which Fanciulli overlooked.

tiss was bombarded with questions how he felt during the trip made his landings near Pough sie at Spuyten Duyvil Creek, what sensation did he have when aught sight of the Metropolitan Life

Curtiss Was Surprised.

fore Curtiss had concluded his act of the trip J. Angus Shaw, Viceent and Treasurer of the Press shing Company, entered the room was introduced to the aviator. Mr. held in his hand the check for but Curtiss did not know that as to be paid so soon. It therefore as a surprise to him when Mr. held up the valuable piece of and said:

Curtiss, I congratulate you on feat of to-day and with great ure I present you with a check for 00 as winner of The World's prize your flight from Albany to New

tle Curtiss stood holding one end e check a photographer snapped oup. Curtiss was glad of the in-ion, for it gave him a moment ink. He then said: its is the quickest pay I have ever yed. It took me less.

CURTISS RECEIVING THE WORLD'S \$10,000 PRIZE, THE CHECK, AND DELIVERY OF FIRST LETTER SENT BY AIRSHIP TO MAYOR'S SECRETARY, Suddenly Dropped Thirty or Forty Feet Sideways



Glenn H. Curtiss,

of course, 16.11 miles, in 23 minutes 43 3-5 seconds; quickest start rising in run

of 98 feet: greatest speed for one lap, covering 1.61 miles, in 2 minutes 12

Orville Wright.

Louis Paulban.

Los Angeles; first prize for making three laps of course, 4.82 miles, with pass-

enger in 8 minutes 161-5 seconds; height record, ascending 4,600 feet; wins

record in cross-country trip of 45.75 miles in 1 hour 2 minutes and 42 seconds.

Henry Farnham.

Nov. 3, 1909.......Biplane.......Mourmelon137.25 4 06 25

Hubert Latham.

Count de Lambert.

ENGLISH CHANNEL RECORDS.

Louis Bleriot.

Count Jacques de Lesseps.

.. Monoplane Calais to Winston Court

.Monoplane..... Calais to near Dover, Eng 23 0 33

Binlane Rheims

.....Biplane......Berlin Charles K. Hamilton.

July 18, 1909......Biplane.......Mineola, L. I.

Sept. 11. 1909...........Biplane........Brescia, Italy.... January, 1910......Biplane......Los Angeles....

Dec. 31, 1908......Biplane...... Auvours

Sept. 12, 1908...... Biplane..... Fort Myer.....

Nov. 20, 1909......Biplane......Mourmelon

Oct. 4, 1909......Biplane......Berlin

Oct. 4, 1909...... Biplane..... New York.....

Sept. 8, 1908...... Biplane..... Fort Myer....

July 23, 1909...... Biplane..... Doual

Aug. 26, 1909...... Monoplane..... Rheims



Neured of the Newyork World Best Previous Long Distance Records Made by Aviators.

NEW YORK-TO-ALBANY York. Time required in first voyage, five days. 1807, Aug. 17-Robert Fulton's first trip to Albany on the steamboat Clermont, thirty-two hours.

835, Oct. 23-Steamboat Champlain raced to Albany in nine hours and 909-Empire State Express, New

York Central Railroad, from New York to Albany, two hours and April, 1910-Edward Payson Weston walked from Albany to New York.

STORY OF HIS FLIGHT.

out, she worked like a charm. The whole machine, with me aboard, weighed 1,000 pounds, and you must remember that a good bit of that was due to my route of the river docks to indicate where I should turn off from my course. I spotted the flag and turned inland for about half a mile, to the course. I spotted the flag and turned inland for about half a mile, to the

field, where I was awaited by a small crowd. My sensations in flying so high and over the water? Well, I don't know just what my sensations were. I was too busy to have any, but I was afraid I might misjudge my distance. Landing from such a height is quite a stunt, would have been useful for scientific observations, though one hasn't much and remember that I was going at fifty miles an hour. I had to get very close to the ground before shutting off the power, when a nasty bump might be disastrous, and if I were to shut off the power too high up I might get a nasty drop and ruin the machine. So it is a ticklish matter, that takes up

all a man's energy and attention. "I have been asked," continued Curtiss, "how I account for the fact that I have beaten all my own records for speed with this machine. That's very simple. Previously I have been running around circular courses, which won't admit of such speeding as a straightaway. Also, the machine was tuned up to the very finest point to-day—better than I've ever seen her run."

There was only one spot in the field without trees or ditches, but I finally succeeded in getting to that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to send that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to should be a succeeded in getting to that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to should be a succeeded in getting to that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to should be a succeeded in getting to that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to should be a succeeded in getting to that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to should be a succeeded in getting to that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to speed with this machine was the succeeded in getting to that spot without mishap and effected a satisfactory landing. The little crowd that had been waiting soon grew to speed with the great number of congratuations that were showered upon me proved quite a delay, though very pleasing, naturally. I made a hurried examination of the engine and solve the succeeded in getting to that spot without mishap and effected a satisfactory landing. There was only one spot in the field without trees or ditches, but I vibrating. Mrs. Curtiss and our friends, and my mechanician, Kleckler, had arrived shortly after I landed, as I had outdistanced the train, Further more, I beat the telegram that I had sent from Albany to a local garage asking them to be on hand with some lubricating oil and gasoline. So I got both from an automobile that had come from Poughkeepsie, which is about three miles north of the farm where I landed.

I felt very happy that I had got so far without mishap and was anxious to be off while the weather held good and make New York. The conditions were very favorable for the full trip, and the weather reports we got from West Point were encouraging. We had to cut down a few small trees to West Point were encouraging. We had to cut down a few small trees to give me room for a start, and I walked all over the field to look for possible ditches or other obstacles. Then I got a 300-foot run and was off, turning as I rose toward the river, over the trees and houses intervening. Then I swung down the river and was on my journey again.

One thing I forgot to mention. The engine I have has no muffler and it makes quite a noise up above. In fact, so great a noise that I couldn't hear whistles blowing, though I could see the steam escaping from the exhaust. My ears became so accustomed to this noise that when I landed at Poughkeepsie I was quite deaf, or nearly so, for a while, and had a great humming and buzzing in my ears. Then when I got aloft again and the engine ran smoothly but noisily my ears got all right again. The same trouble occurred when I landed at Spuyten Duyvil and at Governor's Island, but not to such an extent.

I struck a light westerly wind as I got over the river and became

sighted, looked no larger than a crow, but with surprising rapidity Curtiss drew near and as he reached Break Neck Hill, just north of Cold Spring, it looked as if he had hit the top of the mountain—so clove did he appear to come that he was tost from sight against the green background.

From this point he dropped slightly, then rose and as he passed West Point he was about fifty reet higher than the level of the parade ground.

The cadets grouped on the Memorial

I struck a light westerly wind as I got over the river and became anxious concerning my trip down among the Highlands. I had been aviator their college yell, which Curtiss warned by steamboat and sailing captains and had myself experienced the strange vagaries of the wind in these valleys of the Hudson around Storm King Mountain. The conditions were so promising when I left Poughkeepsie that I made up my mind to fly on fast and high till I had passed the

danger point. There are very treacherous air currents between Newburg and Peekskill, as I afterward found.

When Nearly Past the Promontory of Storm King Mountain, Well, I had got nearly past the promontory of Storm King and was con gratulating myself on the prospect of getting through the Highlands without much trouble, when without warning my machine took a sudden plunge downward and sideways. I dropped with her about thirty or forty feet, and I assure you it is not a pleasant sensation. It's just like dropping that far in an elevator shaft, if you can imagine the feeling I mean.

I was nearly upset, and my heart jumped into my mouth, but by quick and strenuous efforts, pushing the controls forward to the very limit, I managed to regain my equilibrium, and then I slowed down speed and dropped to a lower level. I dropped till I was but fifty feet above the river, at times, I guess, and found conditions there much better. The air near the ground is often banked, like a cushion or buffer, and offers safe travelling when the upper reaches of the atmosphere are not so inviting.

I found rising and falling currents and eddies and gusts of air all the way past West Point, but they didn't bother me when I got down nearer the water. The river widened out beneath me as I passed Peekskill, and then I encountered a steady breeze with no serious irregularities. I kept well in the centre of the valley, and about this time I began to experience some anxiety about my supply of lubricating oil. My indicator showed the oil to be falling in the tank, and as I proceeded the gauge sank lower and lower with astonishing rapidity.

Just at this juncture it was an inexpressible pleasure to me to see away in the distance the great tower of the Metropolitan Building at Twenty-third street. That was all I could see of New York-just that towering pile-but it was enough, and I felt relieved. I must have been fully thirty miles away from the tower, so you can judge how high it is by that fact. Of course, I was pretty high up, too.

By the time I reached Yonkers my oil tank was practically empty. The automatic engine pump that supplies it seemed to be working overtime and I had found it unnecessary to use the foot pump for a little while. I had hoped to go right on to Governor's Island, but then the question arose Can I reach New York at all? Lubricating oil is essential to these high speed engines, just as essential as gasoline.

It was with a sense of relief that I found myself passing over the city limits, for I knew then that I had won The World's magnificent prize. My engine was still running well, and as I passed Spuyten Duyvil Creek I saw an opening in the shore and beyond what looked like a possible landing place—a grassy sward with a slight slope.

I went on down past Dyckman street and then turned to the right over the Jersey shore. Then I came back, making almost a complete circle over the swing bridge and up to Spuyten Duyvil Creek. A rounded, wooded promontory presented itself below me, and I landed safely there, on the uppermost part of Manhattan Island, this side of the creek.

Had to Jump from His Aeroplane and Grab It to

Prevent the Machine from Running Back into the Creek. This landing was an unusual one, for there was but a short slope and had to jump out of the machine and grab her to prevent her running back down into the creek. But I held her till two young men came up from a motorboat they had been running. They watched the machine, very much astonished to see me, till I ran down to telephone The World that I had arrived and to express my great pleasure in having accomplished the task se

I got some lubricating oil from an automobile, and before much of a crowd could gather I was ready to start off again. Governor's Island, where there is a shed suitable for sheltering aeroplanes, was my destination, and I saw no reason for not making it. I found a small plateau on the top of the slope I had stopped on, and I got the machine up there and started away without much difficulty, with none at all, in fact. I ran her along till she just went over the edge, and rose in the air after a drop of several feet.

Right here let me say that this experience shows me the possibilities of starting an aeroplane. With my machine, light as it is, I have to get un speed of forty-five miles an hour before she will rise. Now it's hard to find a spot where one can run along on the level for the necessary distance, and that was my difficulty in finding a suitable landing place at Poughkeepsie. But I showed by the start at Spuyten Duyvil that one can get away without trouble from a small plateau if there is a nice drop at the edge. Thus one takes the air and rises easily, on the wing, as it were. Perhaps one might be able to start from the top of a tall building that way, or from a prepared platform, at any rate. But that is merely conjecture, except that my experience of

Out into the river I swung and down the Hudson toward dear old New York. Over the water craft that I knew were whistling wildly, past the high buildings, which seemed part of a flat surface beneath me, seeing that I was about 600 feet in the air above them, and down toward the Statue of equired all my energy in manipulating the controls, but I got safely pas that and then-after the hillsides, the bluff highlands, the tree-covered farms at Poughkeepsie-I can assure you that the big sandy plain at Governor's Island looked very good and welcome to me. I landed right close to the shed where I had stored my machine during the Hudson-Fulton flights, in which I was unable to take part owing to business engagements and poor weather, as you recall.

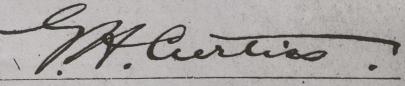
The officers all gathered around me and welcomed me all enthusiastically. Every courtesy was extended to me, as indeed it has been everywhere on this trip.

But I felt relieved and glad that it was all over. I wasn't a bit excited. but this flight was the result of months of planning and I had contemplated it with much concern. To put it mildly, I was elated at my success, for I had always a little doubt of covering the big distance without any mis-

I want to say that I consider the munificence of The World and of Mr. Joseph Pulitzer in offering this great prize has been a great stimulus to aviation and will prove a still greater stimulus in the future, not only in America, but throughout the civilized world

It has resulted in the development of a type of flying machine which will alight on the water as well as on land. Throughout my flight there was scarcely a place suitable for landing, making it necessary for me to carry pontoons, prepared for a water landing.

Mr. Pulitzer's public spirit and his interest in the development of aviation, as evidenced by this prize, has awakened a spirit of enterprise in aviation circles which will undoubtedly, I believe, result in the eventual demonstration of the practicability of aerial intercity flights.



West Point Cadets Saluted

Curtiss with College Yell.

West Point cadets had an exClub and Curtiss's particular friend. In Curtiss with Conege
The West Point cadets had an exellent view of Curtiss as he flew down
to be soing the Military Acad"Pleased to announce my successful "Pleased to announce my successfu flight Albany New York, winning World's prize. CURTISS."

The message was cabled to Mr. Bishop's bankers in Paris. Looking north from the battle monu-ment, the flying macnine, when first sighted, looked no larger than a crow,

You Can Stop Your Suffering To-day

Does what Soda, Pepsin, Iron, Tonics Opiates, Drugs fail to do!

Curtiss Cables the News to Aero Club President.

Among the many messages which Curtiss sent tast non the to his friends, most management to the first class Druggists & Grocers, or management to the first class & Grocers, o

Count le Lesseps is a grandson of the late Ferdinand de Lesseps, the renci ngineer of Suez Canal fame. SUNDAY'S MY LUCKY DAY', SAYS CURTISS.

Personal Characteristics of the Man-He Talks About

for ten laps at Los Angeles.

Mrs. Curtiss should receive it, so shaw, on the plea that he wanted ok the check over, got it back the aviator and then turned it to Mrs. Curtiss.

When he landed yesterday Curtiss was was a would have received it eventu
The world, said he.

Sunday His Lucky Day.

Another fancy Curtiss has is for Sunday always was my lucky day." he excelaimed as he was being congratulated in The World office.

A well trimmed dark mustache covers wearing his "sky togs." A little cloth wearing his "sky togs," A little cloth cap, wern back to front because a peak

eola. Triaca made Curtiss one of his professors, but the school project fell very heavy gray woollen sweater.

through.

Farm, England..... 26 0 50 00

through.

Nevertheless Curtiss has a great deal of faith in that pin. It is a pretty thing, with a miniature of an airship propeller running through the scroll on propeller running through the school appears.

The name of the school appears are thousand feet, when you're seem at the miles an hour against a head wind, it's apt to be bitterly sharp, and one has to take every precaution." said Curtiss to take every precaution." said Curtiss in which he had some from Albany to New York.

yesterday afternoon.
"To what do you attribute your great

machine very beneficial. It gives the wind less to work on and makes landing and rising much simpler. "I ran my machine up to the limit of

"Then, I find the small area of the

its power quite a little, though not all of the trip, and save for that time when the lubricating oil began to run pontoon system, which was really an unnecessary weight, or one that I shouldn't have to carry But for that I'd have made better speed, or I could have carried some instruments which time for that.

found it amusing to watch them trying to catch up with me. But I couldn't spare much time for that, either, Why .Ie Broke Records.

Mr. Curtiss received innumerable congratulatory messages all evening at the Hotel Astor and his hand must have been sore from shaking hands Until he reached the hotel he still wore his rubber shoes, or sneaks, that he had on in the airship, and over his arm he carried a rubber garment which consists of shoes, trousers and coat all in one. With this on the wind canot find its way to the body of a man flying through the air, and between it and his chest Curtiss wore a very heavy gray woulden sweater.

light than it has taken The World and the prize. I can only say that preciate the generosity of The din offering such a generous "lause followed the delivery of the Curtiss was not in possession of y long, for some one had remarked Mrs. Curtiss should receive it, so

his upper lip, and back on a high fore-head thin black hair is carelessly flung. is objectionable in the air, sat jauntily on his head. In the front of it was a badge presented to him some years ago by Prof. Triaca, who started an International School of Aeronautics at Min-sequence.

"To what do you attribute your great success" he was asked.

"To the high power of my engine and badge presented to him some years ago by Prof. Triaca, who started an International School of Aeronautics at Min-sequence."

"To what do you attribute your great success" he was asked.

"To the high power of my engine and the free small. With his cap and other fly-sequence."

"The was asked.

"To the high power of my engine and the free small. With his cap and other fly-sequence."

"The was asked.

"To the high power of my engine and the small area of my machine," he ambudge presented to him some years ago by Prof. Triaca, who started an International School of Aeronautics at Min-sequence."

"The was asked.

"To the high power of my engine and the small area of my machine," he ambudge presented to him some years ago by Prof. Triaca, who started an International School of Aeronautics at Min-sequence."

Completed journey in five days. working up to 50 horsepower, and yet in only weighs 150 pounds, or three pounds to a horsepower, which is pretty good even for an aeroplane motor.

(Continued from First Page.)