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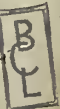






**INTERNATIONAL  
AVIATION  
TOURNAMENT**

**BELMONT PARK**  
OCTOBER 22<sup>ND</sup> TO 30<sup>TH</sup>  
1.30 P. M. DAILY



**OFFICIAL PROGRAM 1910**

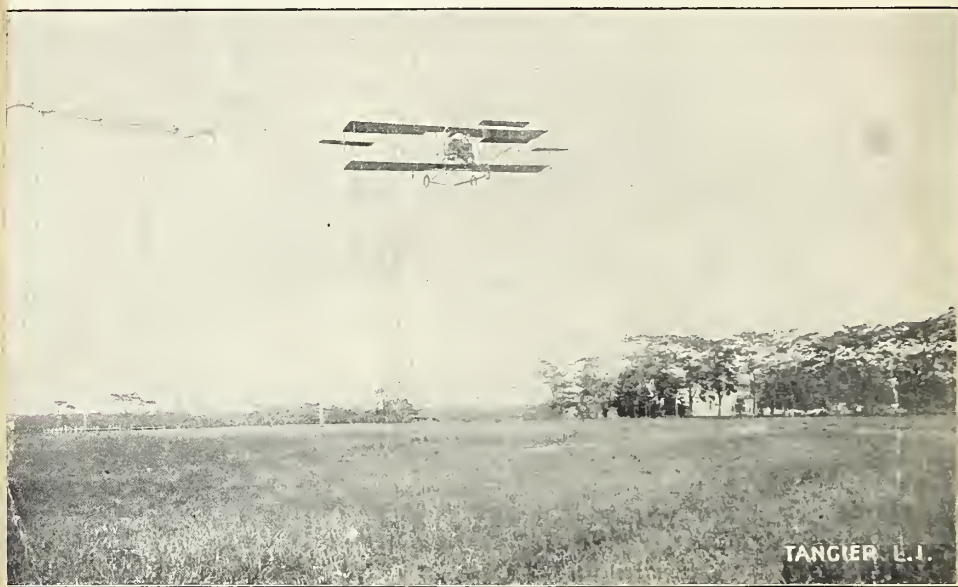


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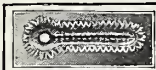
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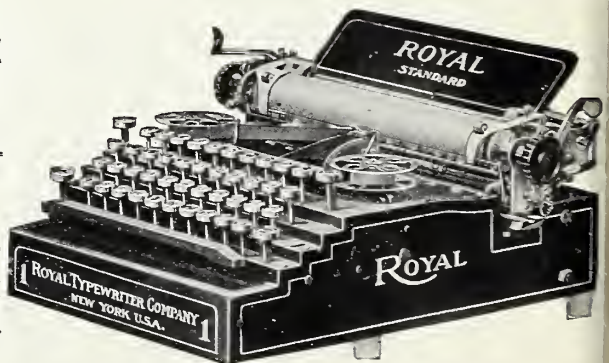
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11  
OFFICIAL PROGRAMME

*of the*

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AT BELMONT PARK  
OCTOBER 22 TO 30  
1910

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# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

### *Saturday, October 22d*

- 1:30 P.M.—2:30 P.M. Hourly Distance
- 1:30 P.M.—2:30 P.M. Hourly Altitude
- 2:45 P.M.—3:45 P.M. Hourly Distance
- 2:45 P.M.—3:45 P.M. Hourly Altitude
- 4:00 P.M. Grand Altitude
- 4:00 P.M. Cross Country

Daily totalization of duration; totalization of duration and distance, First Day; and the fastest flight, 10 kilometers.




WRIGHT BIPLANE

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

- |    |  |                  |
|----|--|------------------|
| 1  | March from "Aida" . . . . .              | <i>Verdi</i>     |
| 2  | Overture—Rienzi . . . . .                | <i>Wagner</i>    |
| 3  | Intermezzo—"On the Bosphorus" . . . . .  | <i>Lincke</i>    |
| 4  | Fantasia—"Carmen" . . . . .              | <i>Bizet</i>     |
| 5  | Waltz—Indigo . . . . .                   | <i>Strauss</i>   |
| 6  | Selection from "Madame Sherry" . . . . . | <i>Hoschna</i>   |
| 7  | Scarf Dance . . . . .                    | <i>Chaminade</i> |
| 8  | Characteristic Grizzly Bear . . . . .    | <i>Botsford</i>  |
| 9  | Sextette—"Lucia" . . . . .               | <i>Donizetti</i> |
| 10 | Medley Populaire—Remick Hits . . . . .   | <i>Lampe</i>     |
| 11 | Song—My Hero . . . . .                   | <i>Straus</i>    |
| 12 | March—Shaky Eyes . . . . .               | <i>Armstrong</i> |

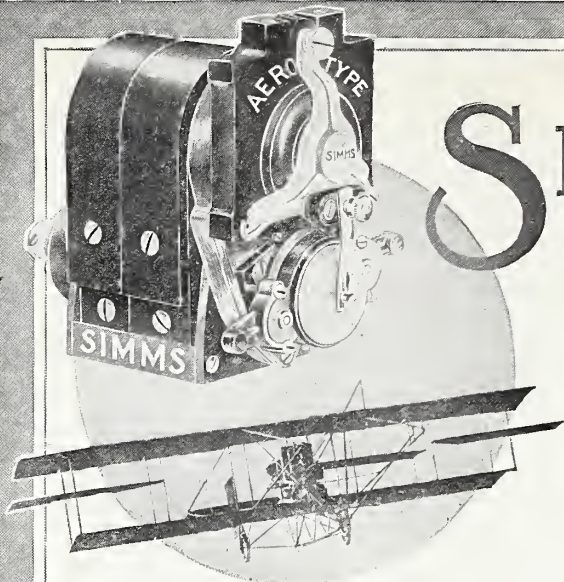
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# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

### *Sunday, October 23d*

- 1:30 P.M.—2:30 P.M. Hourly Distance
- 1:30 P.M.—2:30 P.M. Hourly Altitude
- 2:45 P.M.—3:45 P.M. Hourly Distance
- 2:45 P.M.—3:45 P.M. Hourly Altitude
- 4:00 P.M. Grand Speed, First Day
- 4:00 P.M. Grand Altitude

Daily totalization of duration; totalization of duration and distance, Second Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.



CURTISS BIPLANE

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

- |   |  |                                       |    |                                   |                   |
|---|--|---------------------------------------|----|-----------------------------------|-------------------|
| 1 | March—Coronation . . . . .                     | <i>Meyerbeer</i>                      | 6  | Novelette—Indian Summer . . . . . | <i>Moret</i>      |
| 2 | Overture—Jubel . . . . .                       | <i>Weber</i>                          | 7  | Song—For All Eternity . . . . .   | <i>Mascheroni</i> |
| 3 | Serenade—Salut d' Amone . . . . .              | <i>Elgar</i>                          | 8  | Fantastic—"Faust" . . . . .       | <i>Gounod</i>     |
| 4 | Valse Lente from "Coppelia" . . . . .          | <i>Delibes</i>                        | 9  | Patrol—Siamese . . . . .          | <i>Linçke</i>     |
| 5 | Selection from "The Dollar Princess" . . . . . | <i>Fall</i>                           | 10 | Selection—Sunny South . . . . .   | <i>Lampe</i>      |
|   | 11   | Entre Acte—"M'lle. Modiste" . . . . . |    |                                   |                   |
|   |  | Oriental Dance—"Wonderland" . . . . . |    |                                   | <i>Herbert</i>    |
|   | 12   | Melodies of 1863 . . . . .            |    |                                   | <i>Calvin</i>     |

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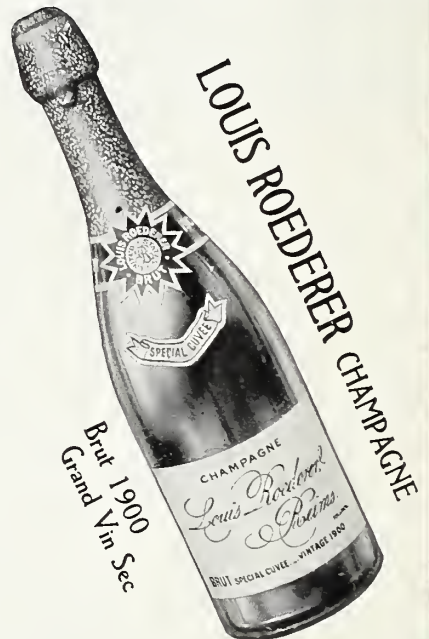
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# OFFICIAL PROGRAMME

## ORDER OF EVENTS

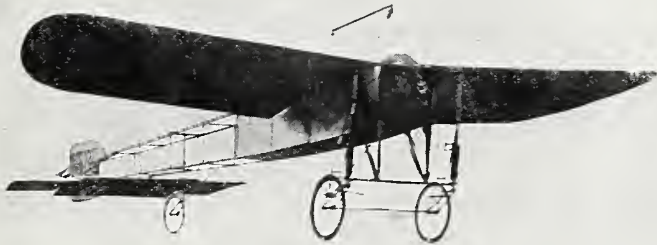
(Under the regulations of the International Aeronautical Federation)

### Monday, October 24th

- 1:30 P.M.—2:30 P.M. Hourly Distance
- 1:30 P.M.—2:30 P.M. Hourly Altitude
- 2:45 P.M.—3:45 P.M. Hourly Distance
- 2:45 P.M.—3:45 P.M. Hourly Altitude
- 4:00 P.M. Grand Speed, Second Day.
- 4:00 P.M. Grand Altitude

Daily totalization of duration; totalization of duration and distance, Third Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.



BLERIOT MONOPLANE

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

- |   |                                       |             |    |                                 |            |
|---|---------------------------------------|-------------|----|---------------------------------|------------|
| 1 | March—National Emblem . . . . .       | Bailey      | 7  | Fantasia—Reminiscences of       |            |
| 2 | Overture—Phedre . . . . .             | Massenet    |    | Ireland . . . . .               | Godfrey    |
| 3 | Waltz—Songe d' Autumn . . . . .       | Joyce       | 8  | Patrol—Kismet . . . . .         | Tobani     |
| 4 | Selection—"Little Nemo" . . . . .     | Herbert     | 9  | Medley Selection—The King       | Hare       |
| 5 | Serenade—Amena . . . . .              | Linçke      | 10 | Melody in F . . . . .           | Rubinstein |
| 6 | Intermezzo from "Pagliacci" . . . . . | Leoncavallo | 11 | Entre Acte—Love Dance . . . . . | Hoschna    |
|   |                                       |             | 12 | Polonaise—Militaire . . . . .   | Chopin     |

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# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

### *Tuesday, October 25th*

- 1:30 P.M.—2:30 P.M. Hourly Distance
- 1:30 P.M.—2:30 P.M. Hourly Altitude
- 2:45 P.M.—3:45 P.M. Hourly Distance
- 2:45 P.M.—3:45 P.M. Hourly Altitude
- 4:00 P.M. Grand Altitude
- 4:00 P.M. Cross Country

Daily totalization of duration; totalization of duration and distance, Fourth Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.



ANTOINETTE MONOPLANE

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

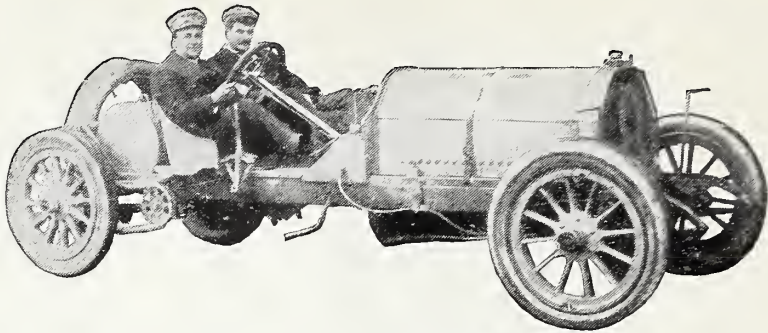
- |   |   |             |    |  |         |
|---|---|-------------|----|--|---------|
| 1 | March—"Tannhauser" . . . . .                        | Wagner      | 7  | Fantasia—"Aida" . . . . .                      | Verdi   |
| 2 | Overture—Ruy Blas . . . . .                         | Mendelssohn | 8  | Song—Any Little Girl . . . . .                 | Pally   |
| 3 | Waltz—Doctrinen . . . . .                           | Strauss     | 9  | Romance—Hungarian . . . . .                    | Bendix  |
| 4 | Selection from "The Chocolate<br>Soldier" . . . . . | Straus      | 10 | Excerpts from "The Arcadians" Caryl            |         |
| 5 | Morceau—Pan American . . . . .                      | Herbert     | 11 | Intermezzo from "Naila" . . . . .              | Delibes |
| 6 | Romance—Simple Aveu . . . . .                       | Thonne      | 12 | Characteristic—That Beautiful<br>Rag . . . . . | Snyder  |

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It was a last year car, yes, but what did the trick was the same exclusive ALCO steel and iron of vanadium alloy, ALCO distinctive heat-treating processes and ALCO construction methods that are embodied in all models. The hood was never lifted and the engine never "missed." When no stop was made for tires or supplies, the laps were rolled off with only eighteen seconds maximum variation.



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### The Anti-Fatigue Car

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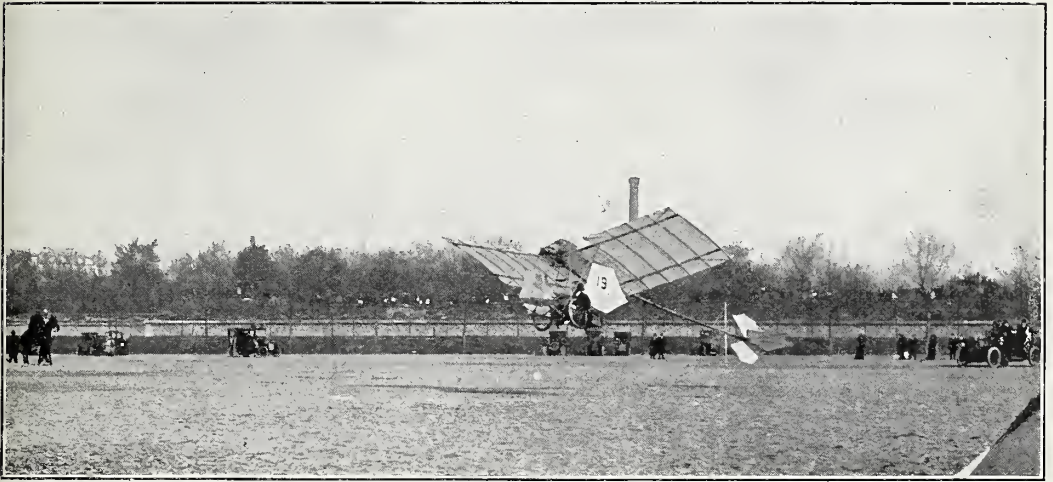
# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

**Wednesday, October 26th**

- 1:30 P.M. Gordon-Bennett Elimination
- 1:30 P.M. Michelin Cup and Scientific American Trophy
- 4:00 P.M. Grand Altitude
- 4:00 P.M. Cross Country



DEMOISELLE

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

- 1 March—Scenes Pittoresque . . . . . *Massenet*
- 2 Overture—Semiramide . . . . . *Rossini*
- 3 Serenade—Love in Idleness . . . . . *Macbeth*
- 4 Selection—"The Old Town" . . . . . *Luders*
- 5 Waltz—Amoretten Tanz . . . . . *Gung'l*
- 6 Idyl—Softly Unawares . . . . . *Lincke*
- 7 Fantasia—American . . . . . *Bendix*
- 8 Song—Time, Place, Girl . . . . . *Henry*
- 9 Excerpts from "The Prima Donna" . . . . . *Herbert*
- 10 Dance—La Cinquaine . . . . . *Marie*
- 11 Elsa's Bridal Procession from "Lohengrin" . . . . . *Wagner*
- 12 March—Blaze of Glory . . . . . *Holzman*

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AVIATIK	BEHREND	CURTISS	GRADE	PFITZER	VOISIN
BALDWIN	BLERIOT	EULER	GREEN	SOMMERS	WRIGHT

# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

### Thursday, October 27th

1:30 P.M.—2:30 P.M. Hourly Distance

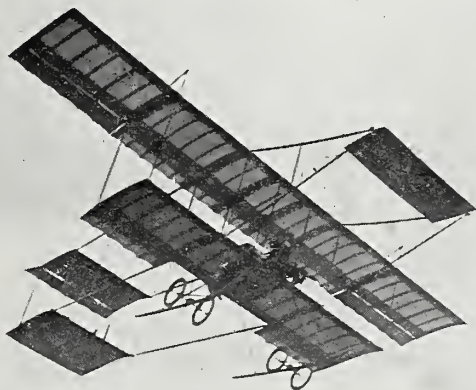
1:30 P.M.—2:30 P.M. Hourly Altitude

4:00 P.M.—Grand Altitude

2:45 P.M.—5:30 P.M. Statue of Liberty Flight

Daily totalization of duration; totalization of duration and distance, Fifth day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.



FARMAN BIPLANE

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

- |   |                                      |                  |    |                                       |                 |
|---|--------------------------------------|------------------|----|---------------------------------------|-----------------|
| 1 | March—Universal Peace . . . . .      | <i>Lampe</i>     | 8  | Fantasia—"Romeo and Juliet" . . . . . | <i>Gounod</i>   |
| 2 | Overture—"Der Freyschuetz" . . . . . | <i>Weber</i>     | 9  | Song from "Miss Gibbs" . . . . .      | <i>Monckton</i> |
| 3 | Waltz—Die Hydropaten . . . . .       | <i>Gung'l</i>    | 10 | Polonaise—Mignon . . . . .            | <i>Thomas</i>   |
| 4 | Selection—"Three Twins" . . . . .    | <i>Hoschna</i>   | 11 | Medley Populaire . . . . .            | <i>Snyder</i>   |
| 5 | Intermezzo—Al Fresco . . . . .       | <i>Herbert</i>   | 12 | March—If You Alone Were               |                 |
| 6 | Hungarian Dances . . . . .           | <i>Michel</i>    |    | Mine . . . . .                        | <i>Scott</i>    |
| 7 | American Sketch—Down                 |                  |    |                                       |                 |
|   | South . . . . .                      | <i>Myddleton</i> |    |                                       |                 |

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record with this  
American Propeller.*

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Subway Express Station at the Door



# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

### *Friday, October 28th*

- 1:30 P.M.—2:30 P.M. Hourly Distance
- 1:30 P.M.—2:30 P.M. Hourly Altitude
- 2:45 P.M.—3:45 P.M. Hourly Distance
- 2:45 P.M.—3:45 P.M. Hourly Altitude
- 4:00 P.M. Cross Country, Passenger Carrying
- 4:00 P.M. Grand Altitude

Daily totalization of duration; totalization of duration and distance, Sixth Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

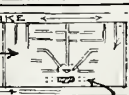
- 1 March—Coronation . . . . . *Kretschmer*
- 2 Overture—Rosamunde . . . . . *Schubert*
- 3 Spanish Dance—La Gragiosa . . . . . *Nehl*
- 4 Selection—"Algeria" . . . . . *Herbert*
- 5 Serenade—Spring Morning . . . . . *Lacombe*
- 6 Fantasia—Reminiscences of Scotland . . . . . *Godfrey*
- 7 Entre Acte—La Lettre de Manon . . . . . *Gillet*
- 8 Patrol—American . . . . . *Meacham*
- 9 Medley Populaire . . . . . *Harris*
- 10 Entre Acte from "Nordland" . . . . . *Herbert*
- 11 Excerpts from "La Boheme" . . . . . *Puccini*
- 12 Ballet Music from "Feramors" . . . . . *Rubinstein*

VERICHO TURNPIKE

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PARK



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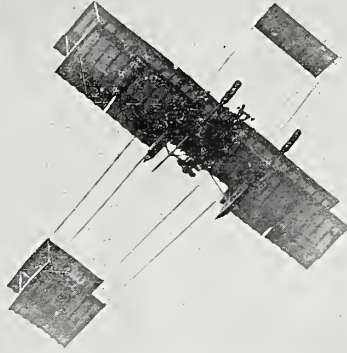
# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

### *Saturday, October 29th*

- 8:30 A.M. Gordon-Bennett International
- 8:30 A.M. Michelin Cup
- 8:30 A.M. Scientific American Trophy
- 4:00 P.M. Grand Altitude



FARMAN BIPLANE

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

- 1 March—Gray Jackets . . . . . *Neyer*
- 2 Overture—"Merry Wives of Windsor" . . . . . *Nicolai*
- 3 Waltz—A Toi . . . . . *Waldtenfel*
- 4 Medley Populaire—Amina . . . . . *Stern*
- 5 Spanish Dances . . . . . *Moszkowski*
- 6 Suite from "Peer Gynt" . . . . . *Grieg*
- 7 Pilgrim's Chorus }  
    and } from "Tannhauser" . . . . . *Wagner*  
    Evening Star }
- 8 Caprice—The Whistler and His Dog . . . . . *Pryor*
- 9 Fantasia—"Faust" . . . . . *Gounod*
- 10 Characteristic—Dutch Kiddies . . . . . *Frinkhaus*
- 11 Selection—"Madame Butterfly" . . . . . *Puccini*
- 12 Melodies—Popular . . . . . *Shapiro*

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record with this  
American Propeller.*  
  
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200 Single Rooms, detached bath, \$1.50, \$2.00

250 Single Rooms with private bath, \$2.00, \$2.50, \$3.00

# OFFICIAL PROGRAMME

## ORDER OF EVENTS

(Under the regulations of the International Aeronautical Federation)

### *Sunday, October 30th*

- 11:00 A.M.—12:00 M. Hourly Distance
- 11:00 A.M.—12:00 M. Hourly Altitude
- 1:30 P.M.— 2:30 P.M. Passenger Carrying
- 3:00 P.M.—Cross Country
- 4:00 P.M.—Grand Speed, Third Day
- 4:00 P.M.—Grand Altitude
- Michelin Cup and Scientific American Trophy

Daily totalization of duration; totalization of duration and distance, Seventh Day; and fastest flight, 10 kilometers.

The beginning and ending of the hours designated for hourly events will be signalled by a bomb or cannon; a similar signal will be given five minutes before such hours begin.

### SEVENTH REGIMENT BAND

GEORGE L. HUMPHREY, *Conductor*

- 1 March—Pomp and Circumstance . . . . . *Elgar*
- 2 Overture—The Magic Flute . . . . . *Mozart*
- 3 Valse du Ballet—La Belle Au Bois Dormant . . . *Tschaikowsky*
- 4 Selection—"The Chocolate Soldier" . . . . . *Straus*
- 5 Entre Acte—La Mariposa . . . . . *Diaz*
- 6 Melodies from "Madame Sherry" . . . . . *Hoschna*
- 7 Berceuse de Jocelyn . . . . . *Godard*
- 8 Excerpts from "Cavalleria Rusticana" . . . . . *Mascagni*
- 9 March of The Toys from "Babes of Toyland" . . *Herbert*
- 10 Minuet and Barcarolle from Contes d' Hoffman . *Offenbach*
- 11 Fantasia—"Lohengrin" . . . . . *Wagner*
- 12 Ballet Music from "Faust" . . . . . *Gounod*

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Sporting events  
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and estimates  
furnished upon  
application —





	BC	CD	DG	DH	DI	DJ
●	3	17	1	2	14	3
	2	14		58	31	1
	9	5		24	27	4
	16	10		32	19	
	12	9		24	48	2
	14	6		15	17	1
	6					

FIG. 2

not completed the first lap. The triangle at the head of the next column indicates an hourly altitude event and the column headed BC shows that aviators Nos. 3, 7, 8 and 11 are in the air competing for the hourly altitude prize. The lower part of the board reads as follows: In the first hourly distance event, aviator No. 5 wins with 20 laps or 31.07 miles; aviator No. 1 is second with 17 laps or 26.41 miles and aviator No. 12 is third with 16 laps or 24.85 miles. In the first hourly altitude event the results are as follows: Aviator No. 10 first with an altitude of 4,270 feet, aviator No. 15 second, with 3,910 feet, and aviator No. 14 third with 3,120 feet.

Figure No. 2 indicates that in the Gordon-Bennett elimination event aviator No. 3 has made 17 laps or 52.82 miles in 1 hour, 2 minutes, 14 3-5 seconds; aviator No. 2, 14 laps or 43.49 miles in 58 minutes, 31 1-5 seconds; aviator No. 9, 5 laps or 15.53 miles in 24 minutes, 27 4-5 seconds; aviator No. 16, 10 laps or 31.07 miles in 32 minutes, 19 seconds; aviator No. 12, 9 laps or 27.96 miles in 24 minutes, 48 2-5 seconds; aviator No. 14, 6 laps or 18.64 miles in 15 minutes, 17 1-5 seconds and aviator No. 6 has started but not completed his first lap.

Table No. 1 on page 36 gives the dis-

tance in kilometers and miles for any number of laps from 1 to 20 on the 2,500 meter course and table No. 2 on page 36 the same data for the 5,000 meter course; table No. 3 on page 36 shows the speed in miles per hour for one lap made in the tabular time.

To find the speed at which an aviator is traveling when the time of making one lap is not given in the table, take the time of one lap by a stop watch and reduce the seconds and fractions thereof to the decimal part of a minute; add this to the number of minutes and divide 93 by the result. The quotient will be the speed in miles per hour on the 2,500 meter course. The quotient arising from dividing 186 by the time of one lap expressed in minutes and decimals thereof will give the speed in miles per hour on the 5,000 meter course.

For example, suppose an aviator makes one lap on the 2,500 meter course in 1 minute, 52 3-5 seconds, at what rate of speed is he traveling? One minute, fifty-two and three-fifths seconds is equal to 1.88 minutes and dividing 93 by 1.88 the result is 49.47 miles per hour. If an aviator on the 5,000 meter course makes a lap in 4 minutes, 15 seconds, or 4.25 minutes, his speed in miles per hour will be 186 divided by 4.25 or 43.76 miles per hour.



# PENNANTS



BLUE

NO FLIGHT



WHITE

FLIGHT PROBABLE



# FORMS



HOURLY DISTANCE



STATUE OF LIBERTY FLIGHT



HOURLY ALTITUDE



PASSENGER CARRYING



GORDON-BENNETT CUP



CROSS-COUNTRY  
PASSENGER CARRYING



GORDON-BENNETT  
ELIMINATION



GRAND ALTITUDE



CROSS-COUNTRY



SCIENTIFIC AMERICAN CUP



GRAND SPEED



MICHELIN TROPHY

# LIST OF AVIATORS

Number

Aviator's Name

3 1 AUBRUN

2 AUDEMARS

8 3 BALDWIN

4 BARRIE

5 BROWN

6 DE LEEUW

7 GIBSON

8 ELY

9 GARROS

2 10 GRAHAME-WHITE

10 11 HAMILTON

12 HARKNESS

13 HARMON

14 HOXSEY

15 JOHNSTONE

9 16 LATHAM *Ant*

17 LEBLANC

18 McARDLE

19 McCURDY

20 MARS

7 21 MOISANT

22 OGILVIE

4 23 RADLEY

5 24 SIMON

25 SHRIVER

26 TURPIN

6 27 WILLARD

28 *WILLARD*

11 -

# GENERAL CODE OF SIGNALS

Code	Translation
AB	General Code.
BC	Aviator's number.
CD	Number of laps.
CK	Altitude in multiple of ten feet.
DE	Time of best four laps in hourly speed contest.
DF	Total elapsed time.
DG	Hours.
DH	Minutes.
DI	Seconds.
DJ	Fifths of seconds.
EF	Record broken.
FC	False start.
GH	Machine touched ground.
HI	Machine touched pylon.
IK	Machine off course.
KL	Wind a little too strong.
KM	Wind less than five miles per hour.
KN	Wind from 5 to 10 miles per hour.
KO	Wind from 10 to 15 miles per hour.
KP	Wind from 15 to 20 miles per hour.
KQ	Wind from 20 to 25 miles per hour.
KR	Wind 25 miles and over per hour.
RA	Result of first hourly altitude contest.
RB	Result of Gordon-Bennett Cup Contest.
RC	Result of cross-country.
RD	Result of first hourly distance.
RE	Result of Gordon-Bennett Elimination.
RF	Result of second hourly distance.
RG	Result of grand altitude.
RH	Result of second hourly altitude contest.
RK	Result of fastest flight, 10 kilometers.
RL	Result of Michelin Cup.
RP	Result of cross-country, passenger-carrying contest.
RQ	Result of passenger carrying.
RS	Result of grand speed contest.
RT	Result of Statue of Liberty flight.
SA	One passenger aboard.
SB	Two passengers aboard.
SC	Three passengers aboard.
SD	Four or more passengers aboard.
TK	
TL	} Reserved for Aviation Committee.
TM	
TN	
XX	Annuls previous signal.

INTERNATIONAL AVIATION PROGRAMME, 1910

TABLE NO. 1

DISTANCE IN KILOMETERS AND MILES FOR LAPS ON THE 2500-METER COURSE					
Laps	Kilometers	Miles	Laps	Kilometers	Miles
1	2.50	1.55	11	27.50	17.09
2	5.00	3.11	12	30.00	18.64
3	7.50	4.66	13	32.50	20.19
4	10.00	6.21	14	35.00	21.75
5	12.50	7.77	15	37.50	23.30
6	15.00	9.32	16	40.00	24.85
7	17.50	10.87	17	42.50	26.41
8	20.00	12.43	18	45.00	27.96
9	22.50	13.98	19	47.50	29.51
10	25.00	15.53	20	50.00	31.07

TABLE NO. 2

DISTANCE IN KILOMETERS AND MILES FOR LAPS ON THE 5000-METER COURSE					
Laps	Kilometers	Miles	Laps	Kilometers	Miles
1	5.00	3.11	11	55.00	34.17
2	10.00	6.21	12	60.00	37.28
3	15.00	9.32	13	65.00	40.39
4	20.00	12.43	14	70.00	43.49
5	25.00	15.53	15	75.00	46.60
6	30.00	18.64	16	80.00	49.71
7	35.00	21.75	17	85.00	52.82
8	40.00	24.85	18	90.00	55.92
9	45.00	27.96	19	95.00	59.03
10	50.00	31.07	20	100.00	62.14

TABLE NO. 3

One Lap on 2500-Meter Course in	Speed in Miles Per Hour	One Lap on 5000-Meter Course in
1 minute, 15 seconds	74.4	2 minutes, 30 seconds
1 minute, 30 seconds	62.0	3 minutes, 00 seconds
1 minute, 45 seconds	53.1	3 minutes, 30 seconds
2 minutes, 00 seconds	46.5	4 minutes, 00 seconds
2 minutes, 15 seconds	41.3	4 minutes, 30 seconds
2 minutes, 30 seconds	37.2	5 minutes, 00 seconds
2 minutes, 45 seconds	33.8	5 minutes, 30 seconds
3 minutes, 00 seconds	31.0	6 minutes, 00 seconds
3 minutes, 15 seconds	28.6	6 minutes, 30 seconds
3 minutes, 30 seconds	26.6	7 minutes, 00 seconds

# LIST OF EVENTS AND PRIZES

---

## GORDON-BENNETT INTERNATIONAL AVIATION CUP

PRIZE \$5,000 to the winning aviator, and the Gordon-Bennett Trophy to the recognized club of the country represented by him.

This event is won by the aviator who makes 100 kilometers in the best time. The cup is held at present by the Aero Club of America, having been won by Mr. Glenn H. Curtiss on August 28, 1909, in the contest which was held under the auspices of the Aero Club of France, in the Province of Champagne, near the city of Rheims. The Aero Club of France and the Aero Club of Great Britain have challenged the Aero Club of America for its possession.

---

## GORDON-BENNETT ELIMINATION RACE

PRIZE \$2,500.

First, \$1,200. Second, \$800.

Third, \$500.

This contest is for the purpose of selecting three representatives of the Aero Club of America to defend the Gordon-Bennett International Aviation Cup, in the contest to be held on October 29th, distance 100 kilometers.

---

## HOURLY DISTANCE

PRIZE, \$4,800—12 HOURS.

Each hour: First, \$250.

Second, \$100. Third, \$50.

The distance prize will be awarded to the three aviators covering the greatest dis-

tance during the hour designated for this contest. Entire laps only will be counted for distance.

---

## HOURLY ALTITUDE

PRIZE, \$4,800—12 HOURS.

Each hour: First, \$250.

Second, \$100. Third, \$50.

The hourly altitude prize will be awarded to the three aviators reaching the highest altitudes during the hour designated.

---

## DAILY TOTALIZATION OF DURATION

PRIZE, \$5,950—7 DAYS.

Each day: First, \$500.

Second, \$250. Third, \$100.

This prize will be awarded in the above order daily to the three aviators who remain in the air the greatest period of time, to be determined by adding together the time of all of the flights (distance or altitude) in the hourly events, made during the day.

---

## FASTEST FLIGHT TEN KILOMETERS

PRIZE, \$3,000.

First, \$1,500. Second, \$1,000.

Third, \$500.

This prize will be awarded, in the above order, to the aviators who, during the course of the meeting, shall make the fastest time for any four consecutive laps of the 2,500 meter course, during the hours assigned for the hourly distance contests.

GRAND ALTITUDE PRIZE

PRIZE, \$3,750.

First, \$2,000. Second, \$1,000.

Third, \$500. Fourth, \$250.

This prize will be awarded, in the above order, to the aviators who shall, during the hourly contests for altitude throughout the meeting or during the special periods assigned to this event, attain the highest altitude. An additional prize of \$1,000 will be added to the first prize if the winning effort exceeds the world's record at the time of the event.

AERO CLUB OF AMERICA  
ALTITUDE PRIZE

PRIZE, \$5,000.

A prize of \$5,000 donated by a member of the Aero Club of America, to be known as Aero Club of America Altitude Prize, will be added to the prize given the winner of the Grand Altitude Prize, provided an altitude of 10,000 feet is reached or exceeded by him.

GRAND SPEED PRIZE

PRIZE, \$4,500.

First, \$3,000. Second, \$1,000.

Third, \$500.

This event is to be contested for by trial heats. The winners of each heat will qualify for the semi-finals and finals. Distance 25 kilometers.

CROSS COUNTRY FLIGHT

PRIZE, \$3,400—4 DAYS.

Each day: First, \$500.

Second, \$250. Third, \$100.

This prize is offered for a flight from the starting point on the course around a

given mark outside of the course and return. The position of the mark outside of the course will be announced each day in which the event occurs.

CROSS COUNTRY PASSENGER  
CARRYING

PRIZE, \$2,000.

This prize will be awarded the aviator who, during the time prescribed for this event, shall carry a passenger from the starting point around a given mark outside of the course and return in the best time.

PASSENGER CARRYING

PRIZE, \$1,600.

First, \$1,000. Second, \$400.

Third, \$200.

This prize will be awarded the aviators, in the above order, who during the prescribed time, shall carry the greatest weight of passengers twice around the course of 2,500 meters.

STATUE OF LIBERTY FLIGHT

PRIZE, \$10,000.

This prize has been donated by Mr. Thomas Fortune Ryan to be awarded the aviator who shall make the best elapsed time in a flight from the starting line at Belmont Park, around the Statue of Liberty, and return to the starting line. This prize is open to the aviators who shall have remained in the air, in one continuous flight, an hour or more during previous contests in the International Aviation Tournament. The contestants can start any time between 2.45 p.m. and 3.30 p.m. and the flights must be completed by 5.30 the same afternoon.

TOTALIZATION OF DURATION  
PRIZE

PRIZE, \$6,000.

First, \$3,000.                      Second, \$1,500.  
Third, \$1,000.                    Fourth, \$500.

This prize will be awarded, in the above order, to the aviators who shall have remained the greatest period of time in the air during the meeting, as determined by adding the time credited to each aviator under the daily totalization of duration.

TOTALIZATION OF DISTANCE  
PRIZE

PRIZE, \$3,000.

First, \$1,500.                      Second, \$1,000.  
Third, \$500.

This prize will be awarded, in the above order, to the aviators covering the greatest distance, as determined by adding the distances covered by each in the hourly contests for distance throughout the meeting.

MICHELIN TROPHY

During the meeting an opportunity will be offered the aviators who are members of the Aero Club of America to compete for the Michelin Trophy, which will be awarded the aviator who during the year 1910 shall have made the longest flight in a closed circle without touching the ground. The best performance made so far for this year is that of Emile Aubrun who, at Bordeaux, on the 16th of September, cov-

ered 195.6 miles. The money value of the Michelin Trophy is 20,000 francs (about \$4,000).

THE SCIENTIFIC AMERICAN  
FLYING MACHINE TROPHY

This trophy, offered by the *Scientific American*, is open to annual competition under the rules and regulations of the Aero Club of America. In order to win the trophy the contestant must, after having entered for the trophy, make the longest cross country flight during the year 1910. Mr. Glenn H. Curtiss has made one flight of record in this year's competition for the trophy, of 65.625 miles, from Albany to Poughkeepsie, N.Y. In order to win the trophy it is consequently necessary to exceed the above distance.

AMATEUR PRIZE

A silver cup of the value of \$1,000 will be given to the amateur aviator whose total duration of flights during the meeting shall be the greatest. In order to win the cup the aviator shall remain in the air during the meeting a minimum of five hours.

PRIZE FOR MECHANICS

The Committee reserves the sum of \$1,000 to be distributed among the mechanics of the aviators as a recognition of their services. The conditions governing this distribution will be determined by the aviation committee.

LOUIS MARTIN'S

FORMERLY  
CAFÉ DE L'OPÉRA

1457-1463 BROADWAY

WILL BE OPEN IN NOVEMBER

**You may ride on air but cannot depend on it for safety.**

BOLTS ARE sure—air escapes. Use equipment that stays on whether the tire is filled or flat.

WHEN YOU buy a car you examine the engine, the steering apparatus, the style of the body, even the color, but very likely take any tire offered.

YET NO car is stronger than its tires. They determine the pleasure, the convenience, the speed, and, most of all, the safety you can count on.

**ONE EQUIPMENT ONLY**

**FISK**  
*Quality*  
**REMOVABLE**  
**RIM**

*and the*

**FISK BOLTED-ON TIRE**

**Is Absolutely Safe**

AND THEN—The Fisk Rim is in every way practical. There are no stay-bolts to bother; no parts to stick; no excessive weight; no special tools and the tire cannot blow off.

IT IS a simple, satisfactory rim which even novices change without delay; one which for three years has justified every claim made for it.

**THE FISK RUBBER COMPANY**  
**CHICOPEE FALLS, MASS.**

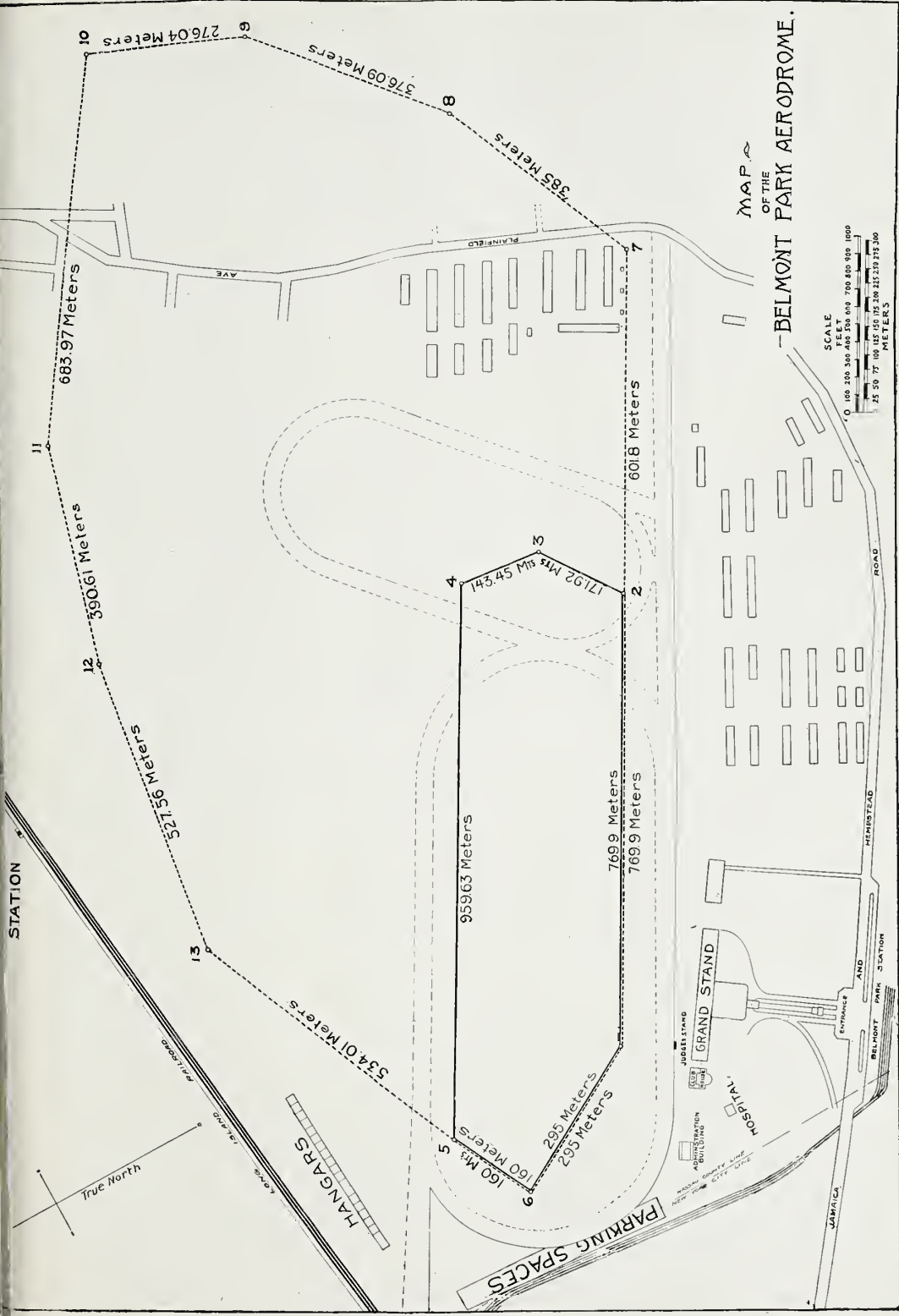
*Twenty Branch Houses*

**FISK**  
**TIRES**

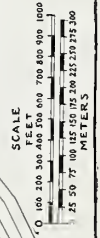
*All Types*

Bolted-On  
Clincher  
Q. D. Clincher  
Fisk-Dunlop





MAP OF THE  
BELMONT PARK AERODROME.



STATION

True North

HANGARS

PARKING SPACES

JUGGLERS  
GRAND STAND  
HOSPITAL

BELMONT PARK STATION

HEMSTEAD ROAD

SCALE

FEET

METERS

683.97 Meters

390.61 Meters

527.56 Meters

534.01 Meters

959.63 Meters

171.92 Meters  
143.45 Meters

295 Meters  
295 Meters  
160 Meters

769.9 Meters  
769.9 Meters

601.8 Meters

385 Meters

376.09 Meters

276.04 Meters

AVE

PLANEFIELD

ROAD

SCALE

FEET

METERS

MAP OF THE

BELMONT PARK AERODROME.

## GENERAL INFORMATION

## OFFICES, TELEGRAPH AND TELEPHONE STATIONS AND ROUTES OF TRAVEL

The offices of the Aero Corporation, Limited, are located in the Fifth Avenue Building, New York City, telephone Gramercy 2516; the offices of the Arrangement and Aviation Committees on the ground are in the Administration Building, telephone Jamaica 900. A telegraph office, and local and long distance telephone pay stations are located under the Grand Stand. The Emergency Field Hospital is situated just south of the west wing of the Grand Stand.

The Aerodrome at Belmont Park can be reached by train direct from the Thirty-fourth Street Station of the Pennsylvania Railroad in Manhattan, and the Flatbush Avenue Station of the Long Island Railroad in Brooklyn, or by trains of the Long Island Railroad to Jamaica and by trolley from Jamaica to Belmont Park.

The Park can be reached from Manhattan or Brooklyn by motor cars, using the following automobile routes, description of which has been furnished through the courtesy of the Automobile Club of America.

## ROUTE A.

## VIA QUEENSBORO BRIDGE AND JAMAICA.

0.0 Eastern end of bridge turn right into Crescent Street. 0.3 Turn sharp left at Court House, cross Jackson Avenue; bear left on Thompson Avenue over viaduct. 2.9 Take right fork. 4.3 Bear left on Hoffman Boulevard. 7.9 Turn sharp left, pass garage (on left); follow Hillside Avenue. 9.0 Pass Peace monument; straight on Hillside Avenue. 11.5 Turn sharp right on Queens Road. 12.3 Turn sharp left. At intersection of trolley, Jericho Turnpike and Jamaica-Hempstead Turnpike, take right fork; follow on Jamaica Turnpike to Grand Stand.

## ROUTE B.

## VIA WILLIAMSBURG BRIDGE, BUSHWICK AVENUE AND JAMAICA.

0.0 Brooklyn plaza of Williamsburg Bridge, straight on Broadway, under ele-

vated road. 2.1 Kosciusko Street, turn left. Go one block and turn right on to Bushwick Avenue. 3.6 Cross railroad. 4.1 Turn left on Jamaica Avenue. Straight on. 8.8 Turn left on to Hoffman Boulevard. Go one block. 9.0 Turn right on to Hillside Avenue. Follow Route A from Hillside Avenue.

## ROUTE C.

## VIA MANHATTAN BRIDGE, BUSHWICK AVENUE, JAMAICA AVENUE AND HILLSIDE AVENUE.

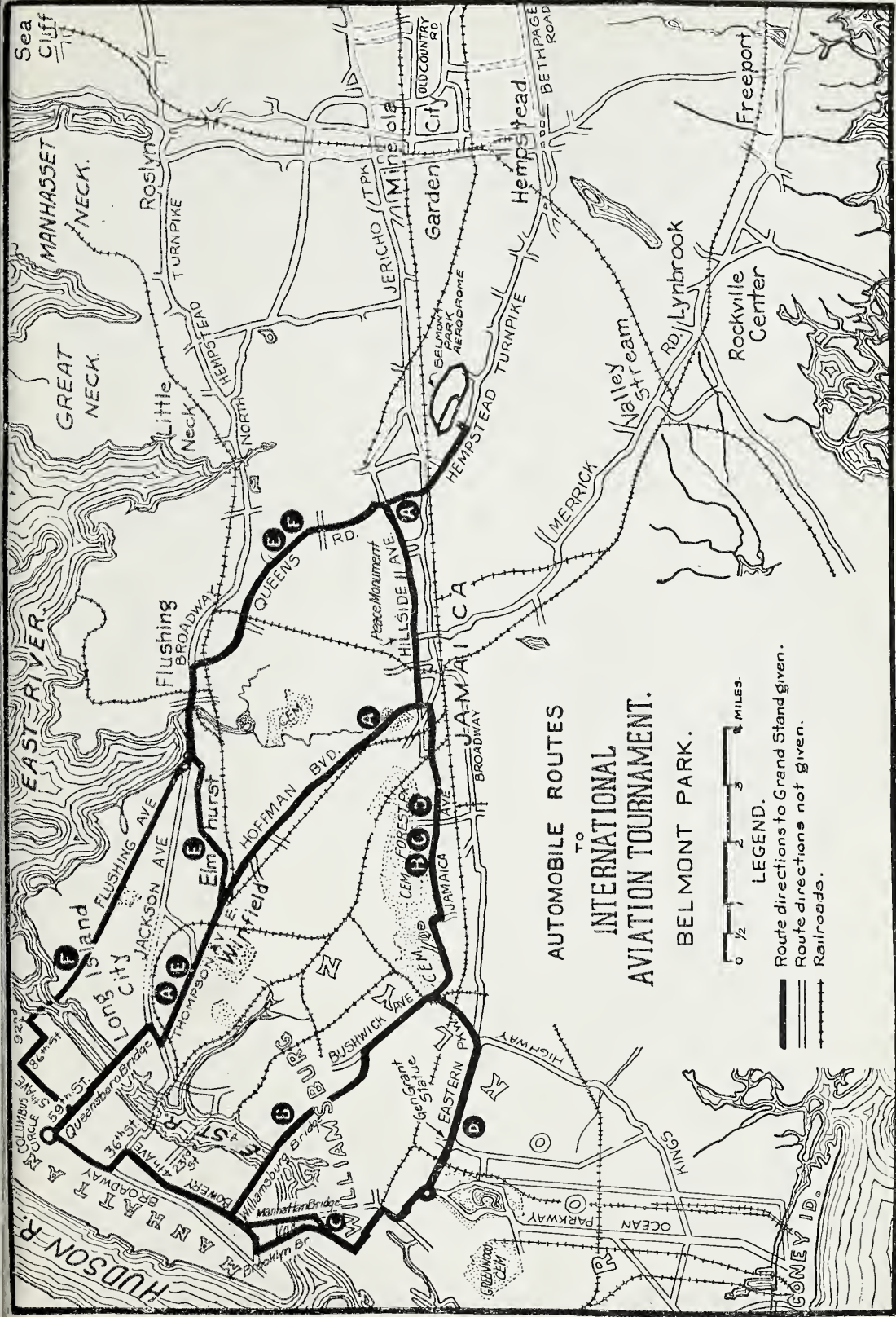
0.0 Eastern end of bridge, turn sharp right on to Nassau Street, and follow same to intersection of Liberty and Fulton Streets. Cross under "L" road and follow Route D from Clinton Street to Grand Stand.

## ROUTE D.

## VIA BROOKLYN BRIDGE, EASTERN PARKWAY AND JAMAICA.

0.0 Eastern end of bridge. Cross bridge plaza into Liberty Street. (Cobblestones, no street cars). 0.2 Cross Fulton Street under "L" road into Clinton Street. 0.7 Cross Atlantic Avenue. 0.8 Turn left into Pacific Street, run one block, cross Court Street diagonally to left, straight on Pacific Street. 1.8 Cross Fourth Avenue. 1.9 Turn right on Flatbush Avenue, follow trolley. 2.5 Turn right into Plaza Street, curve left around Plaza Park, turn left across Plaza. 2.8 Into Eastern Parkway. 3.5 Pass Slocum Statue and Bedford Avenue. 5.2 Bear left across trolley. 5.5 Cross trolley. 5.9 Cross trolley. 6.2 Bear left under "L" road; cross trolley and Fulton Street. 6.5 Cross trolley and go under "L" road. 6.6 Cross railroad with gates; go one block, turn right into Bushwick Avenue. 7.0 Turn left into Jamaica Avenue and follow trolley. 10.9 Cross railroad. 11.9 Turn left on Hoffman Boulevard, run one block, turn right into Hillside Avenue. Follow Route A from Hillside Avenue to Grand Stand.

(Continued on page 55)



**AUTOMOBILE ROUTES**  
 TO  
**INTERNATIONAL**  
**AVIATION TOURNAMENT.**  
**BELMONT PARK.**

0 1/2 1 2 3 4 MILES.  
**LEGEND.**  
 Route directions to Grand Stand given.  
 Route directions not given.  
 Railroads.

Compiled from Data furnished by courtesy of THE AUTOMOBILE CLUB OF AMERICA.

## THE AGE OF AIR

**T**O fly has been man's dream through the ages.

Myths of all races tell of winged gods and flying men. Babylonian lore reveals how Etana, on an eagle, flew to the Sun God, up to the Sky of the Planets. There is the flight of the mythical Greek priest, Abaris, on a magic arrow; and the Germanic legend of Wieland the Smith who made a "wing-dress" in which he "rose and descended against the wind." Bladud, king of ancient Britain, adopted wings, only to fall and break his neck. The lore of China and Japan is full of flying men. A giant gull told Ayatac, a Kriss Indian, the secret of how to fly, with the warning: "Do not break the bones of my wings," but "Ayatac's strength failed and his bird became paralyzed." A Peruvian myth relates that Ayar Utso, a chieftain, grew wings, and visited the Sun. Kibago, the flying warrior of Nakivingi, African king of Wanyoro, was sent aloft to "scout the enemy" and "from the air, hurled rocks on their enemies." Polynesia and New Zealand have their curious legends of flight.

All this grips the fancy, now that flying has become only the sorcery of engineering. Yet for centuries, science beheld the flight of living things without once giving a clue to how it could be done. But later legends did. These anticipated the achievement of to-day. There is a breath of the Twentieth Century in the Kalmuck fairy tale about a "wonder-bird," with a body like a boat, which held a man, who steered the machine up or down or sideways. This is the first monoplane. Men read the legends and began making machines. Sir George Cayley, in 1843, wrote that in 1810, English inventors of flying machines glided from high hills, for great distances in calm weather. These pioneer aeroplanes balanced their sides by a two-faced angle, and by carrying the man low in the center of gravity. The fore and aft balance was kept by a movable horizontal and vertical rudder. But the secret of flying was not discovered; the inventors were discredited and their work was forgotten.

Hope of flying was revived forty years ago, when Herr Wilhelm Kress, of Vienna, devised models driven by twisted rubber.

He flew them in the wind. Then he set about making a man-carrying aeroplane; but the motor was twice as heavy as he asked for. His funds gave out and his dream ended. But the same ambition possessed the French experimenters Tatin, Penaud and Ader, between 1870 and 1873. Penaud's small rubber-driven models flew for short distances. Tatin built larger models, one being driven by compressed air, but held by a string to a pole, flew only in a circle. With a still heavier machine, he achieved a flight of 200 yards, without balancing. Lawrence Hargrave, of Sydney, Australia, made the first models that flew freely over considerable distances. They were driven by compressed air and steam. During these experiments, he invented the famous box-kite, which afterward played its part in the French Voison machine. All these earlier devices flew, but failed to balance. The secret remained with the bird.

Sir Hiram Maxim, in 1893, undertook the first bold attempt to conquer the air, by building a massive machine that was to carry three men. It weighed four tons and had supporting planes of 4,000 square feet. A steam engine of 363 H.P. drove two screws, 17 feet and 10 inches in diameter. At a speed of 36 miles an hour, it launched from steel rails and was sustained by the air; but the lifting effort was so great that the rear axle trees were doubled up. When steam was shut off, the huge machine dropped to the ground and was broken into fragments. Maxim's machine was too large for its time. Men did not yet know how to manage aeroplanes. But his work pointed the way. In 1896, Professor Samuel P. Langley, Secretary of the Smithsonian Institution, aided by Charles M. Manley of New York, went farthest in working out automatic balance, for large and heavy models, propelled by steam and gasolene. To maintain their balance, he used, for the first time, a flexibly connected tail, invented by A. M. Herring, of New York. On October 7th and December 8th, 1903, these models kept in the air until their fuel was exhausted, and they settled on the ground, without damage. The model, driven by gasolene, was so well

balanced that it kept its equilibrium in a wind of 11 miles an hour, more than many aviators are able to do. Professor Langley is now recognized as the first experimenter to obtain accurate engineering data on the lifting power of aeroplanes. But man, himself, had not yet flown.

Otto Lilienthal, a German engineer of great talent, in 1895, built a single spread of wings, with which he made the first practical gliding flights in the wind. He proved that a skilful flyer could balance a machine, by his own efforts. This is the method by which present aeroplanes are controlled. Still, if it had not been for birds, bats and insects, the mind would hardly have solved the secret of real flight. The naturalist, Morey, had analysed all phases of wing's motion, shown by instantaneous photography. But Morey was not able to explain bird-flight, from an engineer's point of view. Lilienthal, the engineer, gave the first clear engineering explanation of the bird's art. This helped him to discover the first importance of an aeroplane's profile line. His many experiments in the laboratory went far toward pointing out the efficient angle of flying surfaces. Before he met his death, in one of his gliding experiments, he had designed a two-surface machine.

In 1896, Octave Chanute, an engineer, assisted by A. M. Herring, experimented with the first, full-sized flying machines with two surfaces, the type of the present biplane. Chanute, being a builder of bridges, trussed two surfaces together, to obtain strength and stiffness. Later, he used the upright posts and diagonal ties, known as the "Pratt truss." Herring devised an elastic attachment for the tail. Over 700 glides were made with this machine, at descending angles of 8 to 10 degrees. This has become known to the world as the "Chanute type" of glider, which has been improved by the Wrights. They discarded the bird's tail as an appendage, placing a rudder in front, and devised a method of warping the wings to give equilibrium.

The only successful pioneers are the Brothers Wright. More practical in their ingenuity, more patient and more resolute—typical Yankees, they took up Lilienthal, and while realizing the value of his work,

quickly found wherein he was wrong. They knew of the Chanute experiments with the gliders, and built a very similar machine. But they were not lured by the "siren" of automatic balance. They went after something less wonderful, but far more practical. Taking up gliding, no effort was wasted on developing automatic wonders; but disregarding promising achievements in that direction, they set out with great determination, to improve Lilienthal's and Chanute's control by the operator. They actually solved this problem of control with their glider long before an engine was mounted on it. This glider has a highly efficient carrying-power of wing-profile; it was staunch in construction, and perfect of control. It became a good flyer the moment power was applied. But they had already spent years in learning the present aviator's art of flying. It was very slow work, since there was no one to teach them. All later aviators have learned more or less from them.

Santos-Dumont, Farman, Bleriot and Delagrange were of the new flying school. They started with comparatively high-powered machines, with which they flew with less art than was required to keep a low-power Wright machine in the air. But these French machines were not efficiently developed, by training in gliding.

Their present perfection was attained, only after Wilbur Wright, during his flight in France, had shown the way, by his art, and his method of side control. This has been imitated more or less in all the other machines. The present Bleriot monoplane was never safe until after ailerons were used on the wing-tips. Out of this American evolution of the flying machine, has come the remarkable advance in flying, that the enthusiastic French have developed.

But aside from the wonderful speed produced by the monoplane, an American aeroplane driven by Glenn H. Curtiss, last year, at Rheims captured the speed trophy of the world. This victory brought the contest to these shores, where it may be proven whether a monoplane, driven at the terrific speed these machines are capable of achieving, can turn sharply enough around sudden corners of the course, to snatch victory from the more stable biplane, with its ampler surfaces. T. R. MACMECHEN.

It was the "Stand Up" Quality of the

# Pope Hartford Cars

that made them FEATURES

## IN THE VANDERBILT RACE

During the entire 278 miles, a distance greater than from New York to Richmond

THEIR BONNETS WERE NOT LIFTED

They finished sixth and tenth and were running as perfectly at the finish as when they started. Nor were the cars lacking in speed. FLEMING made an average of  $62\frac{3}{4}$  miles an hour for the entire race, going one lap at a speed of 69.26 miles an hour. DINGLEY made an average of  $60\frac{1}{10}$  miles an hour for the entire race, going one lap at a speed of 69.16 miles an hour. Both were STOCK CARS, the exact duplicate of which we are showing at our salesrooms.

This is the Car You Want to Drive

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# BENZ

The Car of Emperors

The Emperor of Cars



30 H. P. FOUR-CYLINDER CHASSIS, \$3850

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**Y**OU want perfect mechanism and a luxurious body in a town car. A BENZ insures both as no other car possibly can. A chassis built with the perfection of mechanical skill and painstaking attention to detail made possible only by European experience and conscientious German mechanics. A body designed and built by superior builders, especially to meet your ideas, and bearing the imprint of your own individuality in every convenience and detail.

## GAGGENAU GASOLINE TRUCK

5 tons and 7 tons capacity

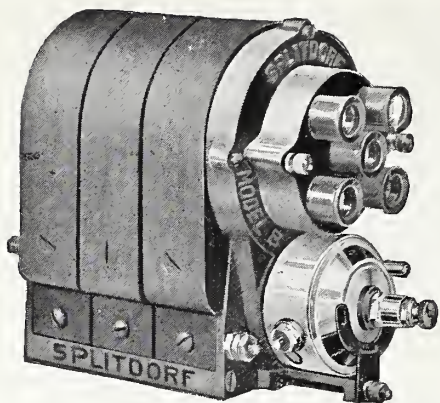
**Benz Auto Import Co. of America**  
244, 246, 248 West 54th Street, New York City

*(JUST WEST OF BROADWAY)*

KNIGHT'S GARAGE, 257 George St., New Haven, Conn.

A. L. SINNOTT, New Orleans, La.

BENJ. SCHWARTZ, Plaza Hotel, Boston, Mass.



# World's Record Broken

The Reo, equipped with a

## SPLITDORF MAGNETO

crosses the continent from New York to Frisco, 3554 miles, in 10 days, 15 hours, 13 minutes, lowering the best previous record 4 days, 11 hours.

When we consider the almost continuous running of the motor over mountains and the roughest kinds of roads and through rain and mud, this feat of the Reo stands out as

### *A Truly Wonderful Performance*

the accomplishment of which speaks volumes for the Perfect Ignition which made it possible.

Think of the Ignition Device necessary to produce the millions of power-producing sparks unfailingly and almost continuously—night and day for more than 10 days!

In the face of such proof of Efficiency and Reliability why wait any longer to have your car equipped with a SPLITDORF Magneto ?

Chicago: 319 Michigan Ave.  
San Francisco: 520 Van Ness Ave.  
Detroit: 868 Woodward Ave.  
Boston: Motor Mart  
Los Angeles: 1226 S. Olive St.

C. F. SPLITDORF  
Walton Ave. and 138th St.  
Branch, 1679 Broadway

NEW YORK



SEE THE

*Mea* *Bell Shaped* *Magneto*

*At Stand 26—Belmont Park, during this Aviation Meet*

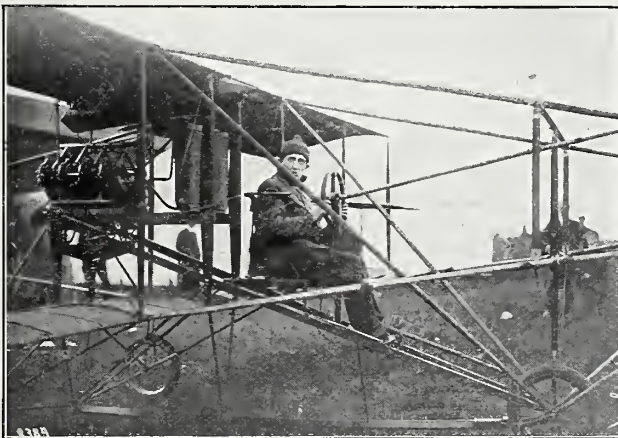
Mea Magneto is the sole and standard high tension equipment of the  
WRIGHT AEROPLANES  
GERMAN MERCEDES and  
MANY AMERICAN CARS

The *Mea Magneto* was used on Benz Car which holds the  
World's Hill Climb Record made at Gaillon, France.

*Harburg Brothers*

*1777 Broadway, : : : New York*

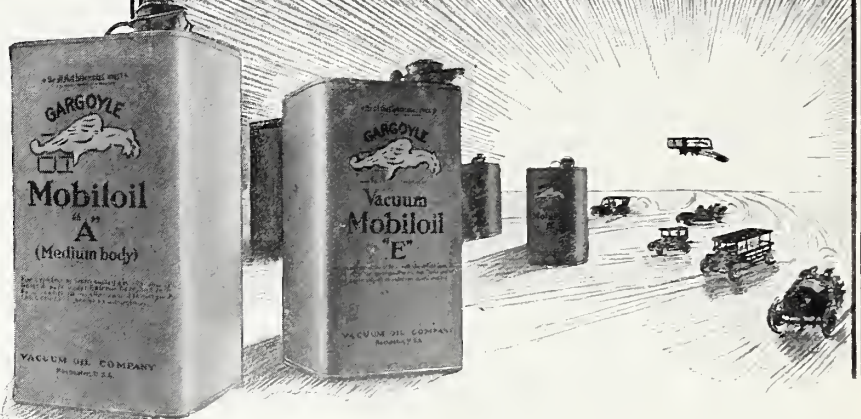
“WATCH HAMILTON”



*He Uses* **GOODYEAR TIRES**

THE GOODYEAR RUBBER TIRE CO. OF N. Y.  
1914 BROADWAY, NEW YORK CITY

# Mobiloil



## Winning Motors the World Over are Lubricated with Mobiloil

*Aviators who use MOBILLOIL:*

BALDWIN  
BLERIOT  
BROOKINS  
CODY  
FARMAN  
FOURNIER

FRISBIE  
JOHNSTONE  
LATHAM  
PAULHAN  
RADLEY  
OGILVIE

ROE  
SOMMER  
WILLARD  
ORVILLE WRIGHT  
WILBUR WRIGHT

*MOBILLOIL also is used by the most famous Aeroplane and Aeroplane Engine Builders:*

Antoinette  
Wright Brothers

Voisin Freres  
Glenn H. Curtiss

### *Are You Using the Right Oil on Your Car?*

The most important thing left entirely to the judgment of the owner in the operation of his automobile or aeroplane is the selection of a lubricant. Is it not significant that aviators generally, in this country and Europe, use MOBILLOIL on their motors exclusively?

**WARNING**—To prevent substitution of inferior oils, see that cans are sealed.

**VACUUM OIL COMPANY,**

ROCHESTER, U. S. A.

# WHAT CAUSED A HALT IN HAMILTON'S FLIGHT

**Curtiss Finds the Quality of Oil  
Supplied in Philadelphia Forced  
the Flier to Descend.**

## SOME PROBLEMS SOLVED

**Moot Points in Aviation Cleared Up  
and Aerial Travel Thus Made  
Less Hazardous.**

Glenn H. Curtiss, who was a maker of bicycle engines before he was an aviator, yesterday and found out that the flying man was wrong in thinking that the oil supplied in Philadelphia was of a quality that would not have worn almost through. Had it worn all the way it would have released one aileron from the flyer's flexible seat, and would have made it impossible ever to regain a level keel once a sidewise wind had started the planes gliding off on a slant.

The answer Curtiss found again when he landed at Governors Island was that his oil tank had rubbed against a brace on account of the engine's vibration, and had torn a hole in its side, thus dropping his gauge to "empty" when he still had a dozen miles to travel.

Hamilton's first accident, in which a propeller blade was snapped, occurred because engineers, planning a building on Governors Island, had driven a section of the aviation field full of surveyors' stakes. Only the night before he snapped a wire on one of these stakes, and in taking another chance of spinning safe through the forest he met a fish wire.

As to his second accident on the long flight, Hamilton's mechanic had seen the can of light oil that a Philadelphia concern had supplied instead of the brand ordered, and had refused to accept it. A *Times* representative promptly dispatched a fast automobile for a can of the proper brand. Ten minutes before the automobile was due to return light rain began to fall and storm clouds appeared in the west. Hamilton looked them over; he had set his heart on winning the round trip flight from New York and back, and realized that every minute counted. He wasn't willing to await fair weather and exactly the right oil, so he seized the can himself, filled his tank, and in a minute or two more was up in the air and off.

**LOUISIANA HONORS HAMILTON.**

# Mobiloil

**A GRADE FOR EACH TYPE OF MOTOR**

June 6, 1910.

*Vacuum Oil Company, 29 Broadway, New York City*

Dear Sirs:—I am pleased to report the success we have met with in the use of MOBIL OIL in lubricating the engines in our aeroplanes, and to say that it maintained its reputation in my Albany-New York flight.

Very truly yours, **GLENN H. CURTISS.**

June 14, 1910.

*Vacuum Oil Company, 29 Broadway, New York City*

Gentlemen:—I wish to let you know that the oil which befouled my spark plugs was not your oil. I used MOBIL OIL going to Philadelphia and had no trouble. Owing to misunderstanding, I was supplied there with some other oil, which caused the trouble resulting in my descent. Had I used MOBIL OIL on my return flight, I should, undoubtedly, have made the trip home without a stop.

Very truly yours, **CHAS. K. HAMILTON.**

# Motor Wearables and Accessories at WANAMAKER'S

*A New Section at the Automobile Entrance*

**I**T is the motor that makes the world go round today—  
on land and water and in the air.

And somebody has to dress the men and women behind the motor.

We are going to do it, with the very best things that can be made for us by people who have had knowledge and experience.

The Frenchman who flies an aeroplane knows how helmets should be built and padded. The aviation helmets that we sell are modeled after his.

The Englishman who motors and golfs knows how coats must be cut—loose, for the swing of shoulders and arms; close-buttoned, to shut out wind; soft, light and warm in material. So we have brought his pet English coats to this new motor section.

And there are :

Men's Motor Coats	
Women's Motor Coats	
Men's Motor Caps	
Women's Motor Caps and Bonnets	
Motor Robes and Rugs	
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Goggles	Lamps
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Puttees	Tire-trunks
Tea and Lunch Baskets	
Sweaters	Veils
Angora Jackets	

*In a word — everything for the man, his wife, his chauffeur and his car, in the Motor Section, Main Floor, New Building.*

## JOHN WANAMAKER

Broadway and Ninth Street

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# *The* MARMON

*278 Miles in 256 Minutes*

Second in the Vanderbilt Cup Race

*25 Seconds Behind the Winner*

## *But*

### THE WINNER

53 H. P., Six Cylinders,  
Average Speed,  
65.2 Miles per Hour.

*Price, \$6,000*

### THE MARMON

32 H. P., Four Cylinders,  
Average Speed,  
65.07 Miles per Hour.

*Price, \$2,800*

This proves our contention that The MARMON  
is the best value ever offered to the public.

New Showroom, 1661 Broadway, between 51st  
and 52d Streets.

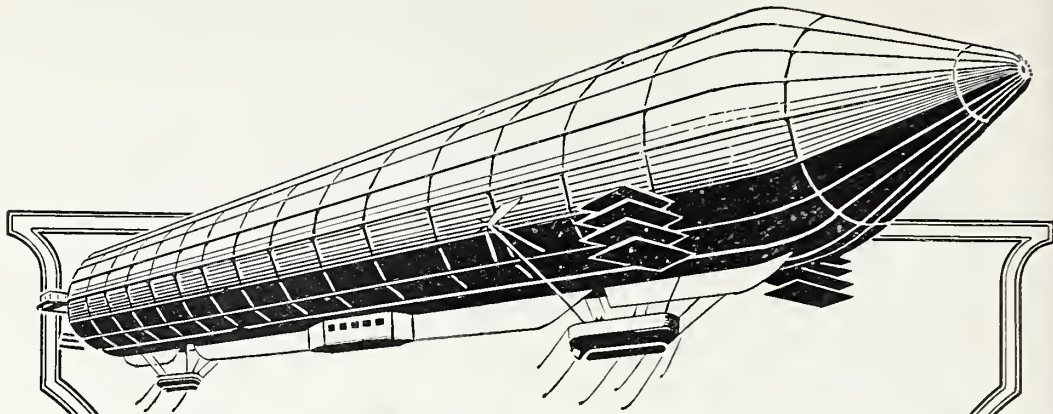
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FOUR and FIVE PASSENGER TOURING CARS  
RUNABOUTS AND TOWN CARS

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Immediate Deliveries on Our 1911 Models.

Sidney B. Bowman Automobile Co.  
225-231 W. 49th St., near Broadway, New York City



# ALL OVER THE WORLD

No matter *where* you wish to go—or *how* you wish to go—  
Whether you have one week or three months or more leisure

## THE HAMBURG-AMERICAN LINE

can arrange a tour or cruise for you or your party that will be  
satisfactory in arrangements as well as prices.

**Our Airship Department** is the pioneer and only one of its kind, and has already  
delighted hundreds of tourists.

**Our Steamship Services** embrace the globe by 68 different routes. Over 350 ports  
are regularly served by our 385 steamers, whose total tonnage is almost one-million tons.

**Our Tourist Department** has unexcelled facilities for supplying any travel infor-  
mation or arranging any tour.

**Our Cruise Department** has arranged a splendid series of cruises for the coming  
Winter Season including

**Cruise to the Orient:** S. S. Cleveland leaving New York January 28, 1911. 80 days'  
duration, \$325 up.

**3 West Indies Cruises:** S. S. Moltke, leaving New York January 24, February 25  
and March 28, 16 and 18 days' duration, cost \$85 and \$150 up.

**Grand Cruise to South America:** S. S. Bluecher, leaving New York January  
21, 1911, duration 74 days, \$350 up.

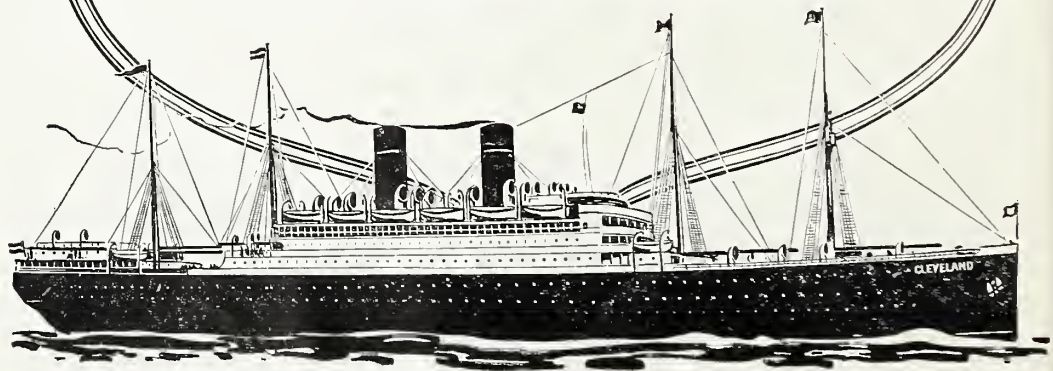
**Around the World—2 Cruises:** S. S. Cleveland, leaving New York (first cruise)  
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### HAMBURG-AMERICAN LINE

41-45 Broadway, New York

Chicago, Boston, Philadelphia, St. Louis, San Francisco, Pittsburgh



GENERAL INFORMATION

(Continued from page 42)

ROUTE E.

VIA QUEENSBORO BRIDGE, FLUSHING AND QUEENS ROAD.

0.0 Eastern end of Queensboro Bridge. Turn immediately right along Crescent Street. (If new causeway to Thompson is not finished). 0.3 Turn left, cross trolley over Pennsylvania Railroad viaduct. Follow Thompson Avenue. 2.9 Take left fork. 3.7 Turn left and cross trolley. Follow macadam. 5.8 Turn right and follow trolley to Flushing. Cross bridge and follow Broadway, Flushing. Pass depot on left 6.6. At 8.2 turn right across railroad tracks on Twenty-second Street. 9.2 Turn left, pass cemetery on the right. The road to the right goes to Jamaica. Continue around left side of cemetery on

Queens Road. Pass Bloodgood Nurseries on right. 10.1 Take right fork, continue on Queens Road. 11.6 Cross Road. 12.2 Down grade. 12.9 Cross Hillside Avenue; continue straight on Queens Road. 13.6 Turn left. 13.7 Take right fork, Jamaica Turnpike to Grand Stand.

ROUTE F.

VIA NINETY-SECOND STREET FERRY, FLUSHING AND QUEENS ROAD.

0.0 Eastern side of Ferry. Straight on Flushing Avenue. Follow trolley, bear right with trolley. 0.6 Bear right with trolley. Straight on. 2.0 Pass cemetery on right. 2.6 Leave trolley; continue straight on. 3.0 Cross roads. 3.6 Cross trolley. 4.6 Meet and follow trolley. Straight on. 4.8 Pass Shell Road on right. Follow Route E from the Shell Road on Broadway.



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Riverside Drive, Nos. 120 & 125, North Corner 84th Street.

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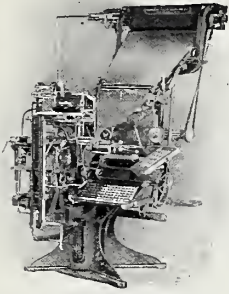
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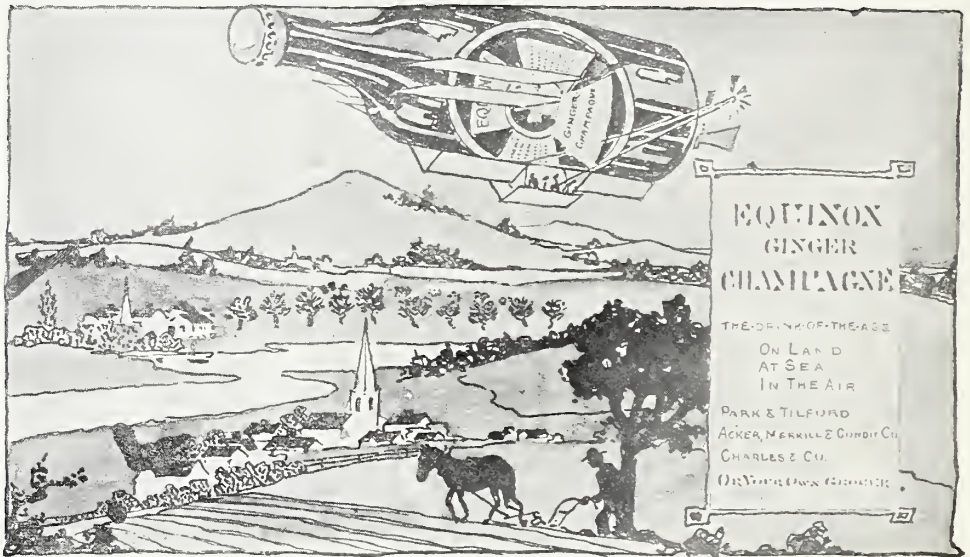
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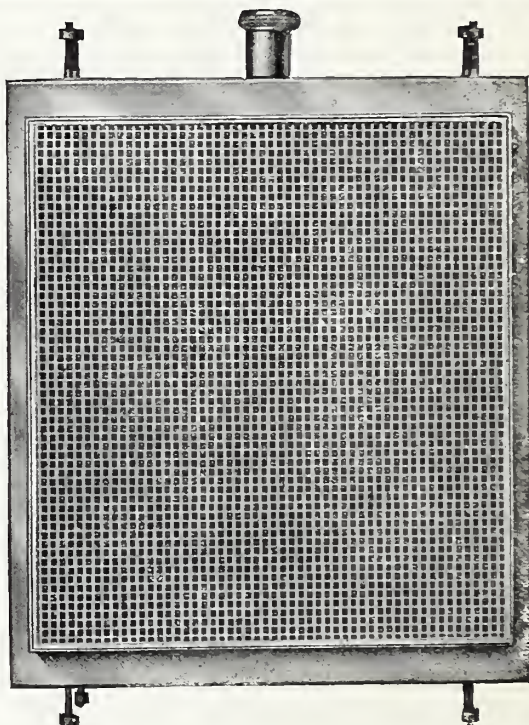
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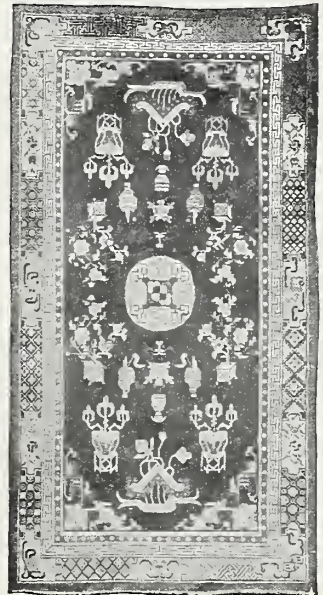
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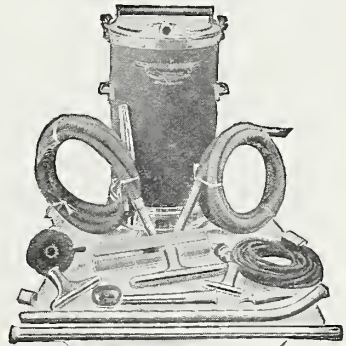
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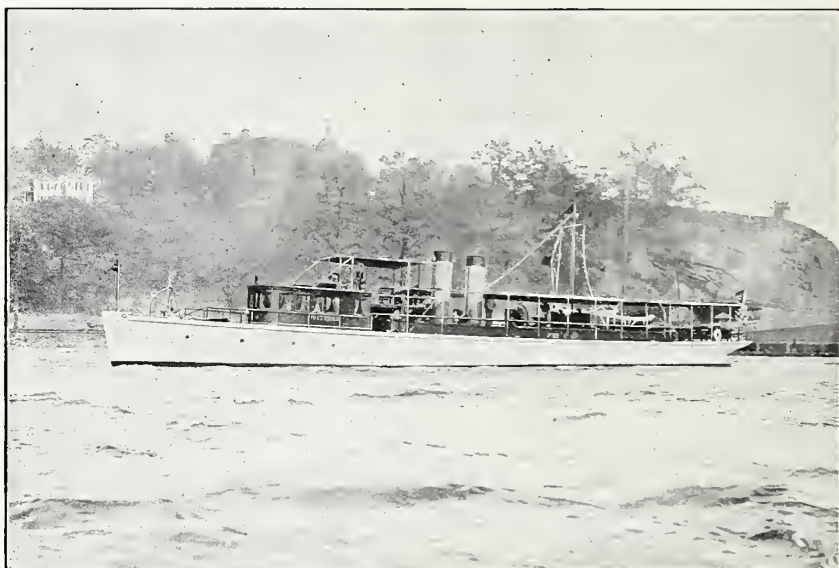
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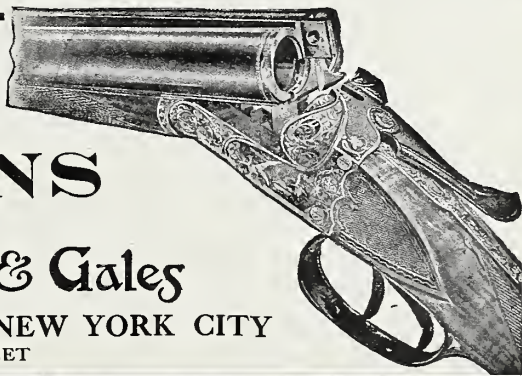
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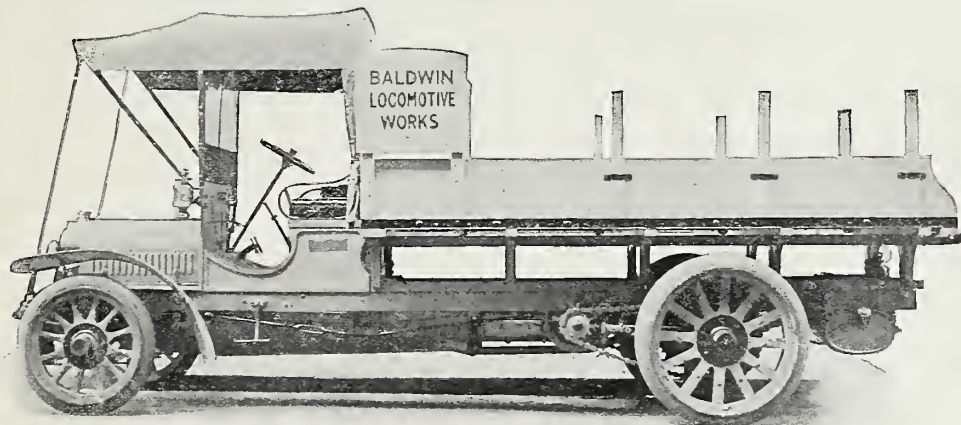
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\*Other Exhibits too late to mention in Programme.

## AERO-AUTO EXHIBITS

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Aerial Equipment Co.	Bosch Magneto Co.	John A. Roebling Sons Co.
Aerial Navigation Co.	The C. E. Conover Co.	Hartford Rubber Tube Co.
Henry Ducasse & Co.	Masterson & Padelford	Simms Magneto Co.
Anzini Motor	Metz Aeroplane Co.	Bliven & Carrington
Auto. Improvement Co.	American Propeller Co.	Car Makers Selling Co.
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Santos Sales Co.	Peter A. Frasse & Co.	R. H. Macy & Co.

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On these utilitarian features the very life of the aviator depends. A penetrating wind may so chill the aviator that his control is lessened. This means disaster—not perhaps—but **SURE**. And a penetrating wind may be encountered *any moment*—no matter how warm the day.

The aviator's clothing must be waterproof for the same reason. It must be, above all things, warm—*all the time*—it must be so built that it will **KEEP** the wearer warm under any condition.

It is easy to produce these qualities by mere bulk of fabric. But bulk of fabric **WON'T DO**. The fabric must be very light, very pliable so as not to hamper the quickest or slightest movement in the faintest degree. We have achieved this in our clothing for aviators. No one else has. That is why we build clothing for the aviators whose names are household words to you—whose names **MEAN** aviation.

Aviation is the correct thing nowadays. It has developed an etiquette all its own—a style distinctive, individual and most pleasing. Garments for aviation must possess these same qualities or be unsuitable—undesirable. Our gar-

ments do possess this quality. They are not patterned after a hybrid combination of earth sports. They are developed by clothing artists from a foundation of utility, provided by the foremost aviators of Europe and America. It cost us more to find out **WHAT** the real aviators had to have—what the sum total of their experiences showed to be necessary, than we shall get back from this department in this year and the next two years.

We are repaid by the knowledge that **WE** have the right thing for every purpose and that **NO ONE ELSE** has. We have worked **WITH** the big aviators, not merely **FOR** them, in developing the air-clothing that is **STANDARD** to-day.

Perhaps you can get good looking air-clothing elsewhere. But will it be **SAFE**? Ours is. Perhaps you can get **SAFE** air-clothing elsewhere, but will it be in the mode—the style—will it be the correct thing? Ours is. You can be as attractively clothed in flying, as in motoring. We do it. And our air-clothing insures that you will have **EVERY** factor of safety which clothing can provide.

Of course we have every instrument and every accessory which the sport of aviation has developed. We can fit you out with everything except the aeroplane and everything we sell you will be exactly the right thing for the purpose—not nearly right, but exactly right. When the big aviators want an outfit—cap-aped—they come to us. We would like to have you come too.

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