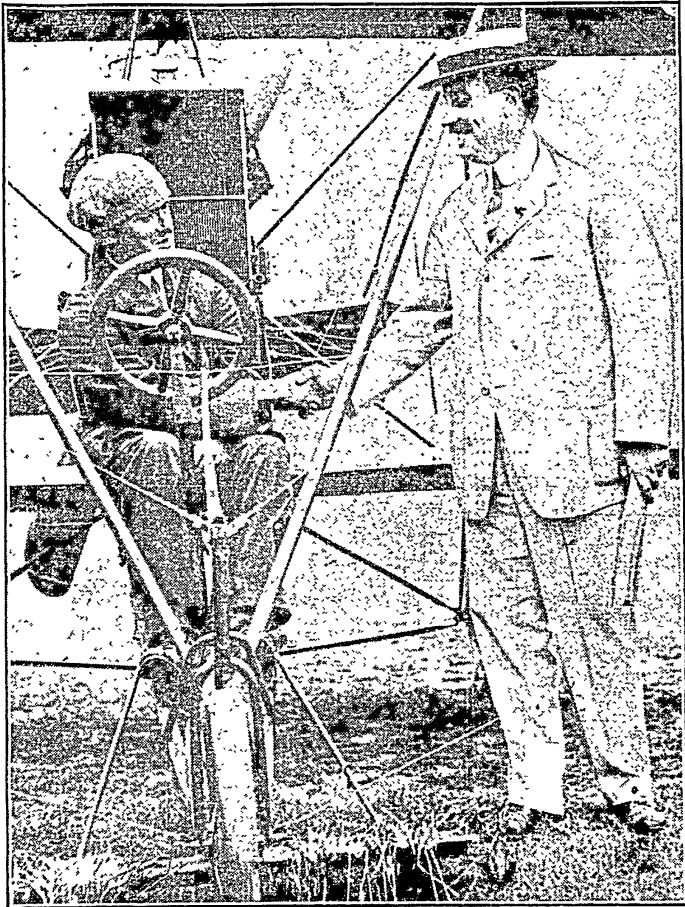
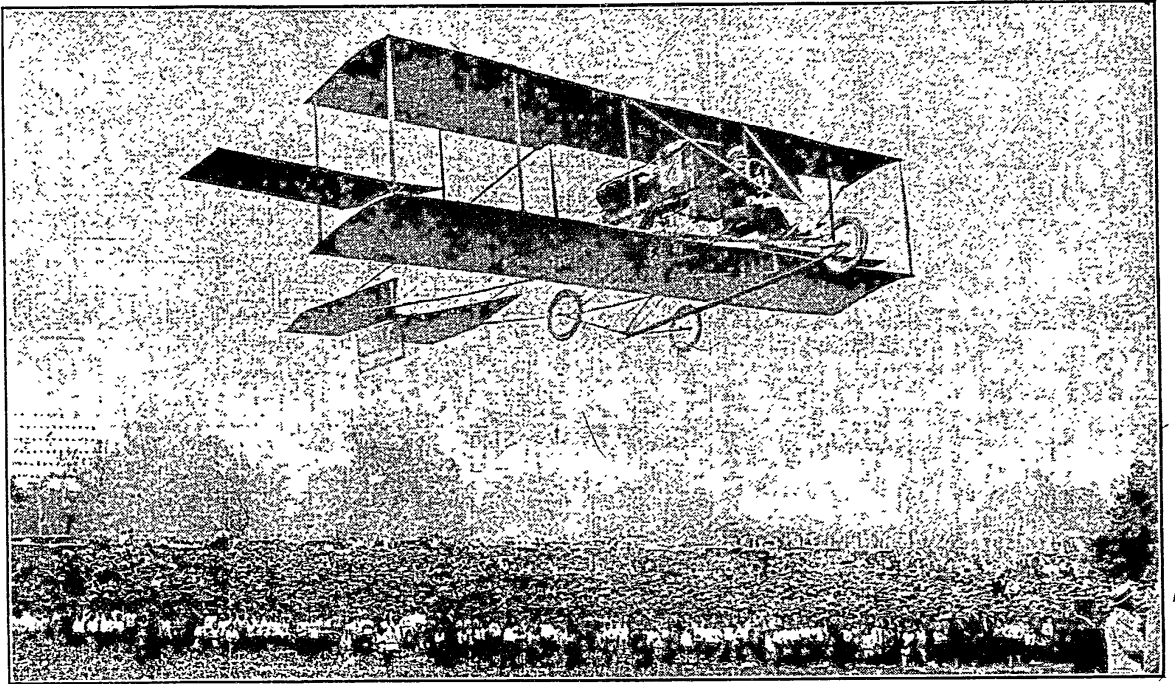


BEACHEY, WINNING INTER-CITY AIR RACE IN RAIN, GIVEN OVATION BY 50,000 AT BELMONT PLATEAU



Two Most Striking Features at Finish of Inter-City Aero Race.
The picture on the left shows Beachey flying up Market street after leaving the Delaware River, while on the right Beachey is seen descending at Belmont Plateau amid the applause of countless thousands of spectators.



FIRST AMERICAN AEROPLANE RACE GREAT SUCCESS

Winner Gains \$5000 Prize Offered by
Gimbel Brothers for New York to
Philadelphia Flight

HUGH ROBISON SECOND.
ELY DOES NOT FINISH

Lincoln Beachey's Victory and Circling of City Hall
Tower Recall Flights for The Inquirer
During Founders' Week

Breasting treacherous air currents with all the rhythmic motion of a homing pigeon winging its way to its goal, Lincoln Beachey, skillfully manipulating a Curtiss biplane, risked death yesterday as he moved swiftly over the tangled thoroughfares of teeming cities and towns and the tree-studded hills and meadows of a verdant country and finally landed in Fairmount Park, the winner of a cross-country aerial race from New York to Philadelphia.

Thousands were massed in Market street when the daring aviator, with no outward sign that he realized that he was alone in the air at an altitude of 1000 feet, rode across the central part of the city, hovered for an instant over The Inquirer Building, and then nonchalantly circled the tower of the City Hall with a spiral movement that held spell-bound those who saw him come and go with the passing of a few seconds.

FLIES OVER NEW YORK CITY

Leaving Governors Island, New York at 2:42 o'clock in the afternoon, Beachey arrived over the Gimbel store, in the heart of Manhattan, five minutes later, with Eugene Ely and Hugh Robinson, equally celebrated aviators, who had entered the race against him, close behind him. Skimming over the jammed, sky-scraper-encompassed streets of New York, he was soon wending his way across the Hudson and was headed southward towards Trenton. There he descended at the official landing place for about ten minutes and, with his competitors having been forced to come down to terra firma miles behind him, Robinson to secure a fresh supply of gasoline and Ely because his machine had suddenly become disabled, he once more resumed his flight.

HIGH ABOVE MARKET STREET

Following the course of the Delaware River, Beachey, who had already proven himself a dexterous air pilot by guiding The Inquirer airship over Philadelphia during Founders' Week and by his recent remarkable flight at Niagara Falls, was cheered by thousands as he made his way, his machine but a moving speck against a sombre sky, to the Market street ferries.

With his biplane buzzing like a great humbler, Beachey passed over the Ridgeway House and was in an instant far above the city.

ROBINSON'S BRILLIANT EXHIBITION

While Beachey was receiving a notable ovation from the thousands massed on and about the plateau in Fairmount Park, Robinson, having replenished his supply of gasoline, had re-entered the first aeroplane race ever held in this country. Robinson, despite the handicap he suffered, also gave a brilliant exhibition of the possibilities of aviation.

The official time of Beachey's flight was 2 hours 22 2-5 seconds, while that of Robinson was 2 hours 35 minutes 56 2-5 seconds. Ely, after making an ineffectual effort to resume his part in the race at New Brunswick, where he had been forced to alight, returned to New York.

DOUBT BEACHEY'S VICTORY

Jerome Fancuilli, vice president of the Curtiss Exhibition Company, made the following statement last night:

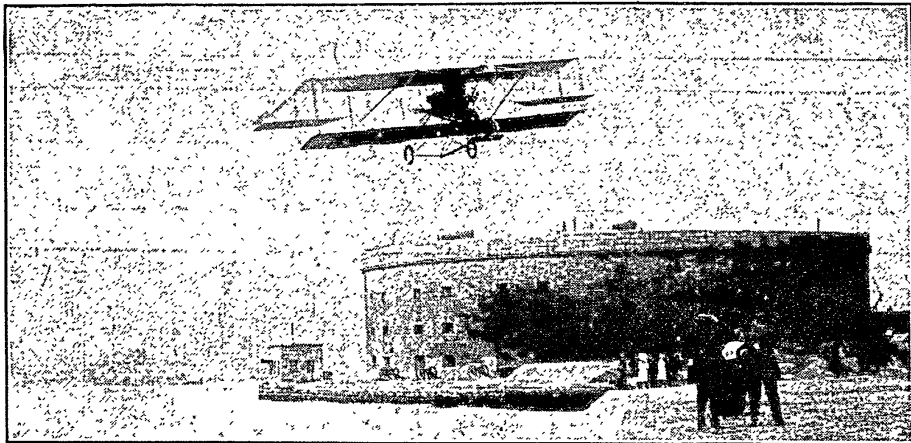
"Since the Aero Club, of Pennsylvania, has not announced its decision on the result of the race, it should not be assumed that Beachey won. Ely did not finish, and until he does, the race has not been completed. He has until 4 o'clock on Monday to finish, and will make a fresh start from New York on that day. He may make better time than Beachey and consequently be declared the winner. Speaking unofficially, members of the Aero Club Committee declared that Robinson made better time than Beachey on the trip to this city. All the men are under our management and our interest is the same in everyone of them."

AIR RACE FROM NEW YORK MARKED BY MANY THRILLS

In emerging victorious from the first this city and New York, spread beneath aeroplane race ever conducted in this them.
city and carrying off the purse of \$5000
which Gimbel Brothers offered to the
winner, Lincoln Beachey once more
proved that he had acquired the "diffi-
cult art of mastering the air. Both he
and Robinson, an equally adept birdman,
frequently shot through space at the rate
of a mile a minute and both displayed
a remarkable indifference to the peril
lurking near them as they rode through
the air with the menace of crowded
streets and the uneven mass of sky-
scrapers and other structures, both in

Following a tedious delay of hours,
Continued on 2d Page, 3d Column

Beachey Thrilled Thousands on Governor's Island



LINCOLN BEACHEY STARTING FLIGHT FROM GOVERNOR'S ISLAND

FIRST AMERICAN AEROPLANE RACE GREAT SUCCESS

CONTINUED FROM FIRST PAGE

Beachey, Robinson and Ely finally prepared to ascend from Governor's Island after the noon hour had long waned. The flight was scheduled to start at 11:30 o'clock, but the biplanes in which the birdmen were to race remained in their hangars until the throng waiting for the start grew impatient.

Hamilton Withdraws

Charles K. Hamilton, who had once flown from New York to this city, was expected to participate in the race, but at the eleventh hour he suddenly withdrew from it. It was said that he had had another disagreement with his employer, Glen Curtiss, who evolved the aeroplane in which the aviators were to compete for the Gimbel prize. Ely then volunteered to take Hamilton's place. Beachey later volunteered to ascend to test the air currents and see if a start could not be made.

Beachey climbed into the machine amid the plaudits of the onlookers and, after twice circling the field on Governor's Island where the starting point had been established, dipped out over New York Bay. It was not until 2:30 o'clock in the afternoon, however, before it became apparent that the race was about to begin.

During the long delay thousands had waited patiently in the streets of this city and New York and elsewhere along the route that had been marked for the race, anxious to catch a glimpse of the birdmen. Time and again Market street and other thoroughfares in this city became congested as the cry went up, "Here they come!" Newsboys were surrounded by eager customers as they shouted, "All about the big race," and every means of information was exhausted by those who sought definite news of the coming of the birdmen.

The watches of the official time keepers, members of the New York Aero Club, showed that it was 2:42 o'clock in the afternoon when Beachey, Ely and Robinson finally rose almost simultaneously from Governor's Island.

Close upon one another, the daring aviators shot skyward and disappeared over New York Bay in the direction of the Gimbel Store in the heart of Manhattan. Within five minutes Beachey was hovering over the store, the official starting point of the race, and at 2:47 o'clock precisely, he was leading the way in the first aeroplane race ever held in this country, with his rivals but a minute or two behind.

Darting across the Hudson River and turning Southward over New Jersey, the birdmen raced on towards Elizabeth, with scarcely any distance separating them. The crowds filling the streets of

Elizabeth saw, at a few minutes past 3 o'clock, three specks moving swiftly across the sky. The timekeepers at that point timed the racers as having passed over the New Jersey city with but three minutes time separating them.

Forced to Descend

In New Brunswick, other throngs, gazing skyward, saw two machines appear at 3:25 and 3:31 o'clock, respectively, with another just coming into view. It was here that Robinson and Ely first began to experience difficulty in keeping up the pace Beachey had set for them and both were soon forced to descend.

Beachey pursued his marvelous flight until he reached the landing place at Trenton. He only remained there for about ten minutes and was soon on his way to this city again.

There were not only thousands jamming the sidewalks in the central part of the city, requiring the efforts of extra details of mounted policemen, to prevent congestion, but the roofs of office and other buildings held their full quota of men and women, eagerly awaiting the coming of the flyers, when Beachey reached the Market street ferries. A cheer rose from the throng on the Ridgeway House, one of the official turning points in the race, as Beachey commenced his flight across the city. The hotel was elaborately decorated, and A. H. Butterforth, its proprietor, and those he had invited to witness the arrival of the birdmen from the top of the hotel released a lot of miniature balloons as the birdman passed over their heads.

Circle City Hall

High above Market street, Beachey moved swiftly, until he was directly over the Gimbel store, the official terminus of the race. Then he shot towards the City Hall tower and after circling it, with his machine dazingly tilted, he disappeared in the direction of Fairmount Park, while from below came the roving cheers of wondering thousands and the shrill sound of factory whistles.

The downpour of rain that greeted the aviator as he soared far above the city did not seem to disconcert him in the least and he rode the wind with all the naturalness of a bird long accustomed to the fickle elements.

Long after Beachey had landed safely in Fairmount Park, there appeared another speck on the northern sky and Robinson soon came into view in his plane. His passing over the city to the plateau was marked by another demonstration and the sun was sinking in the west as, without repeating Beachey's feat of circling the City Hall tower, he moved on to Fairmount Park.