

Hammond Curtiss. This latter, a son of the well-to-do old picturesque country town, Hammondsport, in the north of the State of New York, near Buffalo and Niagara Falls, at the beautiful Keuka Lake, of which the high shores, covered with vineyards and woods, with the substantial stone built wine cellars, remind one of the Rhine, has turned within a few years a small shop for bicycles into a thriving factory for motorcycles, in the three buildings of which about 90 workmen are employed. In its ideal seclusion, Hammondsport has just proved itself an especially fertile ground for aeronautical ideas, and the light and strong Curtiss motor was early valued as a motive power for airships. Thus was driven by a Curtiss motor the first California Arrow, Capt. T. Baldwin's creation, and soon these motors were sought, not only by the latter's imitators, but also by many would-be inventors of dynamical flying apparatus. Curtiss is endowed with that happy practical insight, which let him find the simplest construction and the most serviceable measurements; His motorcycles have proven to be solid and speedy, and excel, especially in an original belt transmission which is also to be tried out in the newest flying machine; a built up leather belt touches only both sides of a conical groove in the pulleys, and, therefore, a slip is not liable to occur even on small pulleys.

Dr. Bell, in the summer of last year, had summoned Mr. Curtiss to Belton Bhreagh, the scene of the newer tetrahedral experiments, and hardly the latter had made there the acquaintance of McCurdy and Baldwin, when Lieut. Selfridge arrived. Lieut. Selfridge was a young officer of artillery