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not reached the ground floors of these structures, and, indeed, a remarkable feature of the entire conflagration was that it burned way to the stairs.

from the north, the brigade bent its energies on the Five Sisters building. Helmetted men, reckless of the danger, broke their way into

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FLYING HIGH

Priday, October 28, 1916.

Raioh Johnstone Beats Dre Record for Altitude at mont Park by Nearly **Hundred** Feet

MR. M'CURDY MEETS WITH BAD L

Mr. Radley, Member of Br Aviation Team, Makes traordinary Speed in Cr Country Flight

NEW YORK, Oct. 25.—The An can altitude record that J. Armst Drexel brought down out of the city sterday afternoon in his Bi monoplane was snatched from grasp by Ralph Johnstone today a Wright climber. Drexel reached feet, but Johnstone topped him to 198 feet, with a new mark of feet. He came down chilled to bone and his goggles rimmed frost. For half an hour he battled a snowstorm above the clouds, see a snowstorm above the clouds, see a still higher level. The undemons when he glanced at the barograph. "It's better than 2,000 meters," ried. He knew then that the fo day of the international aviation at Belmont park had brought him

share of honors.
Hubert Latham, in an Antoin monoplane, did aerial flipfiaps ur the edge of a nasty looking st cloud, half a mile up in the air. righted and then shot to earth in steep, rushing sweep. The branche a tree punctured one of his wing a faces in the descent, but he landed wonly minor injuries to his machine none to himself.

Easy Prize

When the meet resumed with hourly competition for distance to regularly opens the day's program the banging of the bomb found G hame-White out for his daily promade around the track. Latham was competitor, and when engine trou forced White's Farman biplane off field, it looked as if Latham, in flying fish Antoinette, would have event to himself, but White saw the scantlest score whatsoever we bring him second place and late in hour, tinkering up his collicky eng to last two rounds, he took down

ment.
Hoxsey and Johnstone both went for altitude. Johnstone had entered distance, but just before he left i ground. Wilbur Wright instructed h moment they both forgot that he wihout a barograph and when came down from the upper levels, had nothing to show how high he gone, and was left unplaced. Count De Lesseps pointed up mu later than the two Wright pupils, b caught them both, and soaring abothem, brought down the prize for t

Mr. McCurdy's Misfortune

The second hourly distance event we a pursuit race. Grahame-White tri his Farman again, found it unreliab took it off the field for repairs a during his absence saw the lead. gained by his watchful promptne steadily cut down by the speedier right who had started later Honele als who had started later. Hopele of getting his Farman into running order again, White took out his fa riot monoplane, the first time has been seen in it here in compet tion. He gained steadily on McCurd in a Curtiss biplane, but the latt finished first with a lap to the good it turned out, however, that McCurd had fouled two pylons in trying to c the corners fine and the forfeit co

im first place.
In the meantime, Hoxsey and John In the meantime, Hoxsey and Johnstone had gone up for altitude agai accompanied by Latham in his Artoinette. The Antoinette began caper like a buck and wing dance The history of the Antoinette, however, is Laham's history. He boast that he has broken every part of it a least twelve times. Once he fell 166 feet perfectly helpless, but his plane parachuted and saved him. The crow thought Latham was only doing somer saults to please them, but he was a said to be a said to saults to please them, but he was

real peril.

In a matter of seconds the rush of his descent had eaten up the half mil between him and earth, and he was hidden behind a clump of trees an came out with nothing worse that a punctured wing and a broken skid.

Radley's Fast Time The last event of the day was be F. W. Radley of the British team. He fashed over the line in a Bleriot an vanished into the east before it was known to any but the judges that he had started in the cross-country race. ten miles east of the course and re turn. In less than seven minutes wor-came back that he had rounded the balloon. His time seemed is and the of twenty miles to a captive ballo came back that he had rounded the balloon. His time seemed incredible and it was agreed that there must be a difference between the chronometer at the judges' stand and the watch of the observer at the balloon. While the matter was still being argued, Radley was back again. He had done the twenty miles at express train speed better than sixty miles an hour. He exact time was 19 minutes 48 2-5 seconds.

ite a little bevy of adventurese en went up for the short flight