

ATWOOD ENDS RECORD AIR TRIP

Lands Here, 1,265 Miles from St. Louis, Beating Best Previous Flight by 101 Miles.

TWELVE DAYS ON THE WAY

Uses the Same Biplane and Escapes Serious Mishap—Ends Journey at Governors Island.

SPECIAL FLIGHT TO-DAY

Atwood Accepts Offer to Fly to Sheepshead Bay for a Prize of \$5,000—

May Quit Aviation Soon.

SUMMARY OF ATWOOD'S ST. LOUIS-NEW YORK FLIGHT.

Distance covered in air line, 1,265 miles.

Total distance, including detours around New York and other places, 1,365 miles.

Started from St. Louis 8:05 A. M. Aug. 14.

Finished Governors Island 2:38 P. M. Aug. 25.

Flying time for entire trip, 28 hours 31 minutes.

Number of flights en route, 20.

Average distance of each flight, 63½ miles.

Beats previous world's record by 101 miles, not crediting him with the extra 100 miles for detours.

Best previous cross-country records: Herr Koenig, German circuit race, 1,164 miles;

Andre Beaumont, European circuit, 1,073 miles.

Yesterday's trip began at Nyack, N. Y., 25 miles north of Forty-second Street, New York, at 1:52 P. M.; finished at Governors Island at 2:38 P. M.

Flying time for yesterday's trip, 46 minutes.

Harry N. Atwood, the young Boston aviator, landed at Governors Island at 2:38 yesterday afternoon, at the end of the greatest cross-country flight in the history of aviation.

Atwood left St. Louis for New York on Tuesday, Aug. 15, and when he stepped out of his machine yesterday to receive the congratulations of the army officers who were waiting to greet him he had ended a flight of 1,265 miles, railroad distance, which beats the best previous mark by 101 miles. To this should be added a flight of 1,265 miles, railroad distance, which beats the best previous mark by 101 miles. To this should be added at least another mile for the distance between the Erie station in Jersey City to Governors Island. Moreover, he covered probably 100 additional miles in detours along the route. Atwood's time in the air from St. Louis to New York was 28 hours and 31 minutes, an average speed of a little more than forty-four miles an hour for the entire journey. His financial reward for the trip is about \$6,000.

Few in New York yesterday had much hope that Atwood would complete his great flight before to-day. It was raining most of the morning and a fog had settled down over the river and harbor. Atwood had contracted to end his flight at Sheepshead Bay, and a check for \$1,000 had been deposited by the promoters to pay him for making that place the end of his great flight. When the day broke dark and rainy the promoters asked Atwood to postpone the finish until to-day, because a bigger crowd would pay its way into the park on Saturday, and the weather might be better. Atwood refused to wait, and voluntarily gave up the \$1,000 he would have won.

"My reputation and my desire to end my flight to New York as I had promised to do was more to me than the money I would have received, and that is why I refused to postpone the flight a moment longer than was absolutely necessary to make the repairs to my machine," Atwood said. "I am not a showman, and the promoters of the Sheepshead Bay affair are welcome to keep the \$1,000 they had deposited as a guarantee. I certainly lost all claim to the money, and realized that I was giving it up when I decided to finish the flight this afternoon."

Later he accepted an offer of \$5,000, made by the promoters, to fly to Sheepshead Bay to-day. He will start from Governors Island at 2:30 o'clock to-day and get to Sheepshead Bay about 3 o'clock.

Atwood and Charles K. Hamilton went to a restaurant in Columbus Circle shortly after midnight and when Atwood's presence became known he was surrounded by a big crowd, who cheered him heartily. He acknowledged the greeting and said that he would fly to Sheepshead Bay to-day and if possible would fly to Boston on Sunday, making a stop at Providence, R. I.

It was 1:52 P. M. when THE TIMES automatic bulletin service announced that the young Boston aviator was on the way from Nyack, where he had been forced to stop on Thursday. A big crowd was in front of the bulletin machine, and immediately the news spread in all directions. Everywhere could be heard "Atwood is coming," and those who could not gain admittance to the roofs of high buildings from which a view of the Hudson could be had started on the run for the river.

At 1:58 the bulletins announced Atwood passing Tarrytown, at 2:02 he was off Irvington, at 2:12 he was passing Yonkers, and six minutes later he crossed the New York City line and then began his triumphal flight down the Hudson to Governors Island. Riverside Drive was crowded with an enthusiastic throng which cheered and waved hats and handkerchiefs as Atwood's machine, flying at an altitude of not more than fifty feet and as steady as a clock, swept on toward the finish mark of the record-breaking flight.

At 2:22 P. M. Atwood was passing Grant's Tomb, and a minute later he passed over the twin funnels of the great dreadnought Delaware, the officers and bluejackets yelling a greeting to him and the battleship's sirens sounding a welcome as he passed overhead.

At 2:29 Atwood was abreast the Times Building, still flying low and going fine. No train ever proceeded on its journey under better control than was Atwood's machine as it sailed gracefully past the foot of Forty-second Street.

Five minutes after passing the Times Building Atwood was opposite the Singer Tower, and a minute later the thousands in Battery Park caught their first glimpse of him as he began circling preparatory to landing on Governors Island. For the first time after reaching the city limits Atwood began to climb as he neared the island. He was about 300 feet in the air when he passed Battery Park. The whirr of the twin propellers could be plainly heard as the aviator manoeuvred his machine and pointed it in the direction of old Castle Williams, near which building on the northwestern end of the island Atwood had decided to make his last landing.

He circled over the island once, and then pointed his machine for the landing spot. He came down in one long graceful sweep.

All the Governors Island residents were on the field waiting to welcome him. Among those who were first to greet the aviator as he stepped out of his machine were Col. George Andrews, the Adjutant General; Col. John A. Bull, the Judge Advocate General; Col. Adelbert Cronkhite, the new commander of Fort Totten; Col. Garland N. Whistler, and a score of other officers attached to the division staff of the Eastern Division of the army.

"You have made a great flight and we

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are proud of you," said Col. Hull, extending his hand. Atwood smiled and said "Thank you."

Then all the rest rushed forward and told him he was the greatest aviator of all.

The first thing Atwood did after he had received the greeting of official Governors Island was to announce that he was not going to Sheepshead Bay. He showed a telegram he had received a few minutes before leaving Nyack.

"Cannot get Sheepshead Bay track. Raining hard here. Wait for a big crowd to-morrow."

Atwood laughingly explained that he did not care to wait for any crowd, no matter how big, and that he had come at his first opportunity.

Atwood then came over to New York and went to the Hotel Knickerbocker, where he is the guest of James B. Regan, the proprietor of the hotel. There he received the newspaper men and told them the story of his flight. He was very modest about it all. He did not seem to think he had done anything very great.

"I want a bath and some clean clothes more than anything else," Atwood said, and the first thing he did was to go out and buy a complete outfit. Then he received Victor J. Evans of Washington, who paid him the \$10,000 prize money that he had offered for a flight from St. Louis to New York. Out of this \$10,000 Atwood paid promoters \$4,000 for having permitted him to cancel the twelve stops he had calculated to make between Lyons, N. Y., and this city.

Gets The Times Trophy.

After he reached his hotel Atwood came to THE NEW YORK TIMES office, where he received the trophy THE TIMES gave him for making his Boston to Washington flight. The trophy was taken to the Knickerbocker, where it was put on exhibition in the lobby. It was admired by hundreds during the evening.

Atwood went to the Liberty Theatre, where Christie Macdonald is appearing in "The Spring Maid," last night. He was soon recognized by the audience and greeted with applause.

In the course of a conversation last night Atwood referred to the necessity of aviators being careful in flying.

"No one is more careful than I," he said with a smile, "yet I feel that if I keep at it it will get me some day, too, and that is why I am thinking of going into the business end of flying some of these days."

Atwood received an offer of a big salary from a vaudeville manager last night. He laughingly told the theatrical man that he "would think it over."

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