

AIRSHIP IN DANGER AS ITS MOTOR STOPS

**Cromwell Dixon, 500 Feet Up, Is
Nearly Carried to Sea—De-
scends 10 Feet from Waves.**

BOSTON LIGHT FLIGHT TO-DAY

**Grahame-White Is Likely to Try It—
Great Speed Contest Between Him
and Glenn Curtis Expected.**

Special to The New York Times.

BOSTON, Sept. 4.—To-morrow will be the big day at the Harvard aviation meet. The \$10,000 race to Boston Light and all the eleven other events on the programme, including the thrilling contest for altitude, will be started. Preparation for handling 30,000 spectators on the grounds were completed to-day.

Despite the preparations which were made to receive the expected thousands to-day it was a strictly Puritan Sabbath at the field. Owing to the expressed desires of President Lowell of Harvard University, no exhibition of any kind was permitted and the grounds were closed to the public. Cromwell Dixon, the boy aviator, was the only one on the field to go up into the air, and his ascension, which was contrary to the wishes of the committee, who were absent, came near proving disastrous. After circling the field at a height of 500 feet in a trial of his motor the engine stopped, and the big balloon bag started to drift out to sea.

Dixon realized his danger at once and tried to effect a landing by running forward on his frame and forcing the bag down head first. This failed to work satisfactorily and he dropped his anchor rope. It tangled, however, and it was some time before Dixon was able to untwist it and throw it down to the few mechanics who were on the field and had asisted in the ascension.

By the time they caught it, Dixon had started to let gas out of his bag in order to make a rapid descent, as the balloon was drifting slowly out over the bay. The mechanics, however, managed to drag the balloon down on the short about ten feet from the waters' edge.

Lowell Stops Sunday Flying.

The committee had received many requests from prominent individuals to have the aeroplanes on exhibition on the grounds on Sunday in order to permit the public to become familiar with their construction at close range. As a charge would have to be made and this could be done only under the guise of charity, the management with the advice of President Lowell, decided to close the meet entirely on Sunday.

A number of people, however, managed to get on the field, despite the fact that it was guarded by police. Among these were a number of persons who persisted in writing their names or initials on the aeroplanes at every opportunity. Claude Grahame-White, the English aviator, was particularly annoyed when he came to the field in the evening and found six names scratched in blue pencil over the wings of his Blériot monoplane, and an equal number on his Farman biplane. The latter bore scrawls all over its planes, including more British names and addresses than anything else.

White is very particular about his Blériot machine, as it is a new one and has never been on exhibition or in a contest before it arrived here.

"It is not safe to trust one's life to a machine if everybody is going to be permitted to fool around with it," said he.

Chairman Glidden at once ordered a detail of police to the tents to protect the machines.

White had his total number of points raised in the bomb-dropping contest yesterday from 6 to 21, under a revision of the rules governing the contest. Under the old rules points were given for bombs that hit the funnel or came within four feet of it. According to the distance, the points were 1, 3, and 5. These points have been raised to 3, 5, and 10, respectively, and another point has been added for every bomb that drops on deck.

The Wright brothers, it is understood, have formally objected to any change in the rules now that the meet is opened. The rules, however, permit such a change, it is said, and the management has followed such interpretation of them.

New Curtiss Motor Powerful.

During the afternoon the mechanics were busy assisting in tests of the various engines on the field. Among the first to be tried was the new Curtiss eight-cylinder sixty horse power engine, which is as powerful as the famous Gnome motor of Grahame-White's Blériot racing monoplane.

It was in the speed contest at Rheims that Curtiss last year won the world's championship against a Blériot monoplane. The monoplane, however, was equipped with a much less powerful motor than the Gnome, so that the first real test of the Gnome against the latest Curtiss engine is still to be made. The test will come, it is believed, to-morrow. It will be monoplane against biplane, French engine against the much-maligned American engine, and English pluck and skill matched against American daring and cleverness. The speed contest is one of the big features of the meet. It will dwindle, it is believed, to a match between Grahame-White, the English aviator, and Glenn H. Curtiss, the American and world champion.

The altitude contest, in which the Wright flyers, Brookins and Johnstone, are expected to do some thrilling stunts, means clearing 8,741 feet in the air. Brookins, it is understood, has been instructed by Wilbur Wright to attempt 10,000 feet. It is believed that the Wright flyers, Brookins and Johnstone, will reach the second mile limit in altitude. This contest, which always is accompanied by many thrills, had to be withdrawn from the programme on the first day, because Prof. R. W. Wilson, who was to determine the altitude, was unable to get his instruments to the house on the western edge of the field, where he had arranged to set them up.

It seems that a woman who held a mortgage upon the property refused to permit the installation of the instruments until the committee in charge of the meet had paid her \$100. This the committee refused to do. Charles J. Glidden announced yesterday that arrangements had been made to set up the instruments on another part of the field to-morrow, so that the contest for altitude could be conducted.

Grahame-White Likes Light Flight.

The \$1,000 race to Boston Light appeals to Grahame-White, the English aviator, immensely. To-day he motored down to Cohasset, and took dinner with some friends, for the purpose of looking over the lie of the harbor. It is expected that he will be the first aviator to go over the course.

At Point Allerton he met Capt. Sparrow of the Life Saving Service, and arranged with him for assistance in emergency. He looked over a number of maps of the harbor that the Captain possessed and familiarized himself with the course and the islands in the harbor, where a landing could be made in case of accident. With conditions favorable, he is likely to make an early start.

Glenn H. Curtiss will be a competitor of his again in this contest, as the prize goes to the contestant making the best speed. The course is once around the field, then to Boston Light, and return to the field, crossing the starting line and returning to the light. On reaching the field again the aviator will be required to circle the last pylon, or marker, which will bring him to earth in front of the grand stand.

The entire distance is slightly over twenty miles. The distance from the field to the light is 7.62 miles. The course on the field is $1\frac{1}{4}$ miles.

On examination of the engine of the new "Headless" Wright machine, it was found to-day that the trouble that caused Johnstone to alight in a marsh on Saturday during the contest for duration and distance was due to the pistons pulling hard. At times the engine kicked, and just as soon as Johnstone noticed it, he came down. The trouble was remedied yesterday, and it is believed that both of

the machines will be entered in all the twelve contests to-morrow.

Glenn H. Curtiss has three biplanes on the field. In addition to the brand new machine, which he has brought here for a try-out, he has with him the machine in which he made a world record for a flight of sixty miles over water. The machine will not be ready until Tuesday.

Harmon Repairs His Machine.

Clifford B. Harmon, who had his Farman biplane wrecked in the bomb-dropping contest on Saturday, said to-day that he intended to rebuild his machine and to have her ready by Friday, is possible.

He has postponed his trip to St. Louis, and will remain here until his corps of mechanics have rebuilt the machine. Mr. Harmon had with duplicate parts of all those smashed, including a second engine.

"There is no use flying unless you are game," said Mr. Harmon to-day in announcing that he would have his Farman biplane rebuilt.

These aviators have notified the Contest Committee that they are ready to enter the contests to-morrow:

Professionals—Brookins, Johnstone, Grahame-White, Glenn H. Curtis, Roe, and Willard.

Amateurs—Post Hilliard, Stratton, Hubbard, and Kearney.