The official car that helped open the Rocky River Bridge between Lakefront and Rocky River in 1910 was a Fords, built in Cleveland.

Auto industry helps city's population swell.

As the decade began, Cleveland's civic pride was burning its buttons. The census showed it was the nation's sixth largest city, with 566,861 people. That was 179,600 more than in 1900, and 55,000 more than the census of 1890.

Cuyahoga County's population was 637,245. The suburbs had grown by 220,235 people, despite annexation by Cleveland of Gleneden, South Euclid, Cuyahoga Falls, and Euclid. They included the gates of Laketown, Bath Beach, South Euclid, Cleveland Heights, Lee Park and parts of Brooklyn Township and Willoughby Heights in the city, the annexed Collinwood.

Cleveland was ranked fifth among industrial cities, thanks in large part to the automotive industry, which employed 4,000 people and produced steam at $1.4 billion in 1905. That trailed only the steel and steel industry and machine shops, which owed most of their growth to automobiles.

League Park had a new look in 1910. Con- crete stands replaced its wood, and a 40 foot green wall in right field stood arraigning close to the playing field.

The Naps had a new leftfielder in John "Mickey" Gilmour, who had been converted to outfielder after he managed the player as a leftfielder in the American League.

The Indians came to Cleveland riding high from their World Series appearance in 1908. Old Sparky was retired and a new, 3,500 foot long. West finders a "high list" breake closer to downtown.

Cleveland's black population in the 1910 census was only 4,416, but in January, the "Philadelphia Afro American," became a cornerstone of the black press. It was the first black daily to be printed on an electric press. It published 10,000 copies.

A survey praised the section known by Euclid Ave., 43rd St., and 57th St. as the "health-est with the health-est people, according to historian William Gannon Rose.

Curtiss in an early-1920s portrait. He started as a bicycle maker.

By Fred McGonagle

Charles Lindbergh may have flown earlier, but Lind-bergh’s flight had nothing on Glenn Curtiss for danger and drama. Broth- er-in-law of the Persis- tovers who pioneered Lindbergh had anything on that of the Clevelanders who burst through the ropes at Euclid Beach on Sept. 1.

"They started down on the aeroplane before its engine stopped," The Plain Dealer re- ported.

"A hundred hands grabbed Curtiss and tossed him as a help-ful child.

Police pressed toward him, com- manded, fouged, but they crossed, men and women, the power.

Curtiss went and grabbed him from him, "To clear a way through the throng was the worst part of the assign- ment. On every side men and women put out their hands to block him, but children held up to get a sight of him, not policemen formed a narrow, perilous path on which his mother might reach him. Police officers, followed him, and hounded his way, a step at a time.

Curtiss had just completed what was described as "the most danger- ous flight that man ever took," the re- turn leg of a trip from Euclid Beach to Cedar Point on Aug. 31 and back to Euclid Beach the next day.

He did it less than seven years after America had its first flight. It was the first time an open biplane. On the return trip, he did it in rain and wind, which forced him repeatedly to shut off the engine in midair.

It was the longest flight ever made over water – 60 miles west as way as the close line, but as Curtiss did it, hug- ging the shoreline, more than 70. The westward leg was witnessed by an es- timated 138,000 people along the shore.

"He almost didn't get off the ground,' With a reminiscent of brand hand play- ing on the Euclid Beach Front with his mother and his trice watching ner- vously, but with 35 men holding the plane back, Curtiss shouted, "Let's go." At 1:06 p.m. on Aug. 31. The plane shot forward along the beach, but something was wrong.

"He was not running," reported The Plain Dealer. "There was fear that he could not. He was headed straight for a dangerous black pit at the water's edge. The cheering died down. He would find into the tender. Two feet from it his plane turned up and he cleared with a skimming margin."

Leaving off at 500 feet, Curtiss radioed from him, "Could not get started, but the engine was straight ahead," continued the newspaper account.

Curtiss did not have his goggles down as he took off from the Cedar Point Beach. His whirls threw up sand that probably would have covered the hands of Clevelanders who saw him fly 3,000 feet above, staying in- line with their West Side loft an hour after he landed.

He had flown for an hour and 42 minutes. On his ar- rival, he said, "I know I beat the train by a short distance when the cold rain hit a, and the gusts tossed the plane around.

"I've ever been as bad as the wind," he said on his return. "The rain was, Everybody was afraid, and it didn't hit the down engine. The speed was good, but I did to it whenever I struck a squall to lessen the shock of the machine. My back aches now from constantly working the shoulder controls."

For completing the trip, Curtiss was a $1,000 prize post by the Prize. He didn't try for the $5,000 of- fered by the Breakers if he could not. On Glenn L. Martin's flying field.

"The Plain Dealer's Flying Field.

Looking at a Year.

1910 was a year of renewal in Cleveland. The city set a new record for rainfall, with 38.77 inches. The year began with a snowstorm, and winter lasted until late May. The warmest month was July, with temperatures reaching 95 degrees.

Curtiss flying one of his early planes, probably in the 1920s.

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