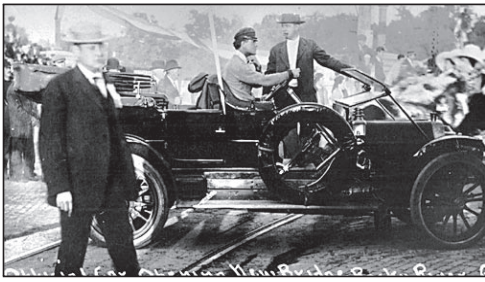


OUR CENTURY

1910

AT A GLANCE



PD FILE

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

Auto industry helps city's population swell

As the decade began, Cleveland's civic pride was bursting its buttons: The census showed it was the nation's sixth-largest city, with 560,663 people. That was 179,000 more than in 1900, and 55,000 more than in 1990.

Cuyahoga County's population was 637,245. The suburbs had grown by almost 20,000 people, despite annexation by Cleveland of Glenville, South Brooklyn, Corlett (the area around E. 116th St. and Harvard Ave.), almost all of Linndale and parts of Brooklyn Township and Newburgh Heights. In January, the city annexed Collinwood.

Cleveland was ranked fifth among industrial cities, thanks in large part to the automotive industry, which employed 6,400 people and produced items valued at \$21.4 million in 1909. That trailed only the iron and steel industry and machine shops, which owed much of their own growth to the automakers.

League Park had a new look in 1910: Concrete stands replaced the wood, and a 40-foot green wall in right field stood invitingly close to home plate.

The Naps had a new leadoff man in John Gladstone "Mickey" Graney, who had been converted to outfielder after beaming the manager in his attempt to make the team as a left-handed pitcher. Graney played 11 seasons with Cleveland, but he is best remembered as Jack Graney, the radio voice of the Indians from 1932 to 1954.

Addie Joss pitched another no-hitter. Nap Lajoie hit .384, losing the batting title by one point to Ty Cobb. Late in the season, the Naps picked up a promising young outfielder with the colorful nickname of "Shoeless Joe" Jackson. Still, the team finished fifth.

The Detroit-Rocky River Bridge opened the suburbs west of the river to development. It was 708 feet long, with a central span of 208 feet, the longest masonry arch in the world.

The Harvard-Denison Bridge was 3,232 feet long. West Siders demanded a "high level" bridge closer to downtown.

Cleveland's black population in the 1910 census was only 8,448, but in January, Thomas Fleming became a councilman-at-large, the city's first black elected official. Naturally, he was a Republican — Abraham Lincoln's party.



Fleming

A survey praised the section bounded by Euclid Ave., E. 55th St., Quincy Ave. and E. 105th St. as the healthiest with the best-behaved citizens, according to historian William Ganson Rose.

Rose also notes the founding of the American Civic Reform Union "to promote civic reforms, suppress vice and safeguard girls," and says the Physical Culture Society urged a halt in smallpox inoculations.

The centennial of Cuyahoga County was marked by pageants and a parade on Oct. 10. Two days later, 2,000 Italians marched in the city's first Columbus Day parade; four white horses pulled a model of Columbus' flagship, the Santa Maria.

New this year: taxicabs, the Rotary Club of Cleveland, Andrews School for Girls, the Engineers Building (razed in 1989 for the Marriott Society Center Hotel), the Sunbeam School for Crippled Children, the Cleveland Amateur Baseball Association, the Cleveland District Golf Association.

Before Lindy, there was Curtiss



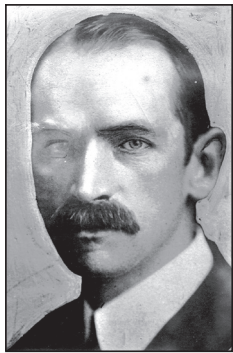
PLAIN DEALER FILE

Glenn H. Curtiss on his historic flight from Cleveland to Cedar Point in 1910.

aviator makes historic flight in open biplane over water

By Fred McGunagle

Charles Lindbergh may have flown farther 17 years later, but Lindbergh's flight had nothing on Glenn Curtiss' for danger and drama. Neither did the enthusiasm of the Parisians who greeted Lindbergh have anything on that of the Clevelanders who burst through the ropes at Euclid Beach on Sept. 1, 1910.



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

"They swooped down on the aeroplane before its humming engine stopped," The Plain Dealer reported. "A hundred hands gripped Curtiss and tossed him like a helpless child among them."

Police pressed toward him, commanded, fought, but the crowd, men and women, had the power."

Curtiss' coat and gloves were torn from him. "To clear a way through the throng was the work of a regiment. On every side men and women put out their hands to congratulate him; children were held up to get a sight of him; six policemen formed a narrow, perilous path so his mother might reach him. Police surrounding him, he handshook his way, a step at a time."

Curtiss had just completed what was described as "the most dangerous flight that man ever took," the return 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 the Wright brothers stunned the world by flying 120 feet. He did it in 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 one way as the crow flies, but as Curtiss did it, hugging the shoreline, more than 70. The westward leg was witnessed by an estimated 150,000 people along the shore.

He almost didn't get off the ground. With a crimson-clad brass band playing on the Euclid Beach Pier, with his mother and his wife watching nervously and with 20 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 seemed wrong.

"He was not rising," reported The Plain Dealer. "There was fear that he could not. He was headed straight for a dangerous black pile at the water's edge. The cheering died down. He would pound into the timber. Two feet from it his plane tilted up and he cleared with a skimpy margin."

Leveling off at 500 feet, "his craft rocked, sank at times, but its course was straight ahead," continued the newspaper account. He passed the new courthouse under construction on Lakeside Ave. seven minutes later. At Lorain 34 minutes later, whistles shrieked and 18,000 people cheered. Curtiss dipped his wings and waved.

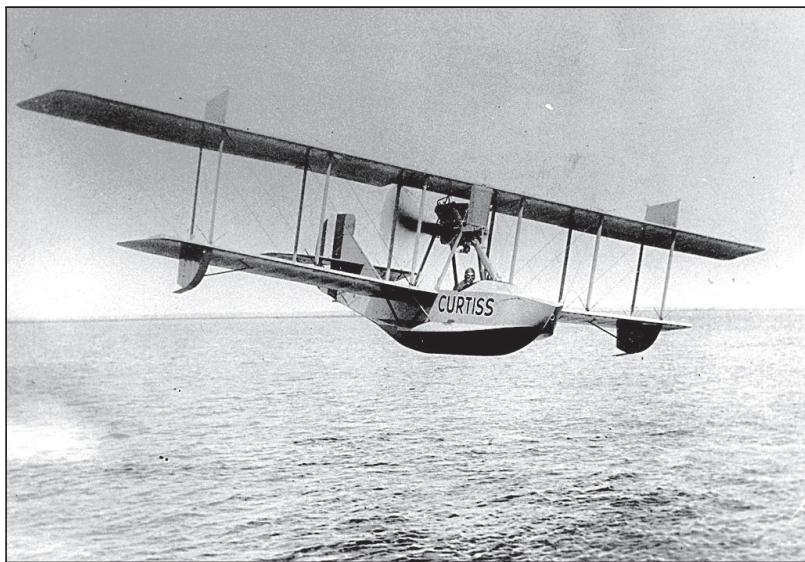
A flock of gulls escorted him from Huron, staying alongside until he headed toward the sandy beach at Cedar Point, touching down at 2:20. In a warm-up for the next day's reception back in Cleveland, he was mobbed by "20,000 men and women so stirred that hysterical women fought to press Curtiss' hand and a dozen shouting men hoisted him to their shoulders and bore him in triumph from the shore."

He had planned to fly back immedi-

ately, but big raindrops began to fall and he decided to spend the night at the Breakers Hotel. The hotel hosted a banquet for him and his family, which had caught up with him.

On the return flight on Thursday,

reach 3,000 feet altitude, staying instead between 300 and 700 feet. He could have won another \$5,000 from Euclid Beach if he set a world speed record, but the weather held his average speed for both legs to under 60



PLAIN DEALER FILE

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

Curtiss did not have his goggles down as he took off from the Cedar Point beach. His wheels threw up sand that nearly blinded him. He had flown only a short distance when the cold rain hit him, and the gusts tossed the plane around.

"The lulls were as bad as the wind," he said on his return. "The rain was puffy, and time and again I had to shut down the engine. This speed reducing is disagreeable, but I had to do 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 won a \$5,000 prize posted by the Press. He didn't try for the \$5,000 offered by the Breakers if he could

mph.

Curtiss arranged to race both the Lake Shore express train bringing his wife back from Cedar Point and a flock of homing pigeons released at the same time. This time, the trip took an hour and 42 minutes. On his arrival, he said, "I know I beat the train in, but I'd like to know how the pigeons came out."

It turned out the train had left 10 minutes behind him, but arrived downtown at Union Station eight minutes behind him. The pigeons, however, had as much trouble with the wind and rain as he did; they got back to their West Side loft an hour after he landed.

McGunagle is a Cleveland freelance writer.

LOOKING AT A YEAR

Jan. 12: Rep. James Robert Mann of Illinois introduces a bill that prohibits the interstate transportation of women for immoral purposes. When it passes, the new law becomes known as the Mann Act.

Feb. 8: Chicago publisher William D. Boyce files papers incorporating

the Boy Scouts of America.

June 26: The Ziegfeld Follies introduces its new star, Fanny Brice.

July 4: Race riots break out in many U.S. cities after Jack Johnson, the first black heavyweight boxing champion, retains his title with a 15th-round knockout of Jim Jeffries.

Aug. 27: Thomas Edison demonstrates his latest invention — talking motion pictures.

Dec. 17: The Union of South Africa holds its first session of Parliament. Boers leader Louis Botha is selected as the first prime minister.

Born: Agnes Gonxha Bejaxhiu

(Mother Teresa), Abe Fortas, Jacques Cousteau.

Died: Painter Winslow Homer, abolitionist leader Julia Ward Howe, Florence Nightingale, Leo Tolstoy, Mark Twain, William Sidney Porter (O. Henry); Edward VII, king of England.

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