

International Balloon RACING

By Waldon Fairwell



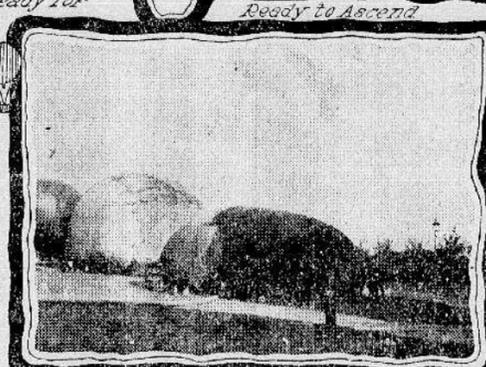
Start of a Balloon Race with Two Competitors



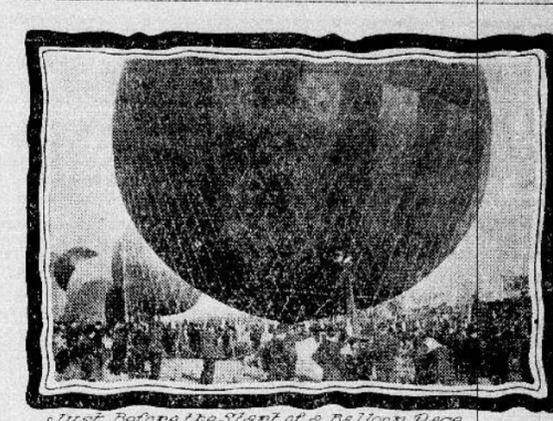
Woman Aeronaut (Lady Forrest) Ready for Ascent



Ready to Ascend



Inflating Balloons



Just Before the Start of a Balloon Race

THIS week may be said to mark the arrival of the American aeronautical world, at another and very significant milestone in the conquest of the air. The second really important international balloon race ever staged from American soil is focusing the attention of the civilized nations of the earth—newly awakened, one and all, to the importance of aeronautics—and there is every reason to expect that the exciting contest from Indianapolis will prove truly beneficial in its contributions to aeronautical science as did that other aerial ribbon event which had St. Louis as its starting point.

With the greatest of aerial steeplechases in full flight, all eyes will naturally be turned toward the sky, and figuratively speaking, they will remain there all summer, for almost before the spectacular event at Indianapolis has become a memory, new races in flight will be conducted at Fort Myer, Va., where the Wright brothers and their leading aeronautical rivals, Messrs. Herring and Curtis, will try out aeroplanes constructed for the United States government, and later will teach some of Uncle Sam's army officers how to manipulate the new-fangled craft. Then in August the Europeans will come into the line—eight with international races at Rheim and at Brescia, Italy, October sees an important balloon race at St. Louis and the same month holds the date of the annual international race for the Gordon Bennett cup, which this year will start from Zurich, Switzerland. Finally, America will have the concluding event of this momentous racing season in the \$100,000 hipship race from New York city to Albany in connection with the Hudson-Fulton celebration.

These contests in the clouds are international in scope. One reason, doubtless, is that an international contest in any sport or pastime is theoretically, and usually in fact, much more interesting than a test that is local in character. Moreover, balloon racing has been of this character from the outset, largely from necessity. In the beginning, and even to this day, few that matter, it is difficult to recruit a contingent of sky pilots who may be drafted from the world at large by the incentive of coveted trophies or money prizes such as have been being riven during the past few years, and which have ranged in value up to \$50,000, to say nothing of that \$200,000 French contract which was, in effect, the magnet which first lured the Wright brothers over seas.

However, in the field of modern aeronautics, the international contests have been productive of no such gains as fell to the lot of American balloon racers. When the pastime of making three-day long-distance runs in high-powered motor cars was in its infancy—and for that matter even into this day—a majority of the bursts of speed have been won by Italian, German and French drivers. Happily, there has been no such story to tell in the realm of aeronautics despite the early activity of the French, which seemed to presage triumphantly at the height of the prominence of the Yankee Wright brothers there is no question either here or abroad, and in the sphere of free ballooning, as distinguished from airship or aeroplane experiments, the Americans have more than held their own. Lieutenant Lubin, an American army officer, temporarily stationed in France, won the first great international balloon race, the initial contest for the Gordon Bennett cup, and other high-flying citizens of the new world have given aeronautical proof of the proverbial ingenuity and daring of the Yankees.

The free-for-all from the Hoosier capital, which is just now engaging public attention, alike to all other important balloon races held in this country, is under the direction of that national organization, the Aero Club of America. This body has been a most important factor in fostering aerial navigation on this side of the Atlantic. It was founded in the year 1906, most of the charter members being at that time members of the Automobile Club of America. Indeed, the first active steps were taken one evening when there was a gathering at the Automobile club to listen to a lecture upon progress in flying machines, delivered by Charles M. Manley, who had been associated with the late Mr. Langley in his aerial experiments. One hundred members were secured for the new organization that evening.

The Aero club has stimulated popular interest and at the same has carried on a very valuable educational missionary work by annual exhibitions where models and full-sized aerial craft have been gathered from all parts of the country, and, indeed, from all quarters of the globe. This national band of aeronauts has also carried on much practical work for the common cause. The first step in this direction was taken several years ago when Count de la Vaux, an enthusiast of the sport, came to this country bringing his racing balloons, the Orient and the Centaur, and carried out various officers and members of the Aero club, who thus gained their first actual experience

in handling big gas bags at great altitudes. The sporting interest and the pleasure of the new pastime having been thus proven, wealthy club members set about acquiring balloons of their own. A. N. Chandler was the first to purchase an aerial vehicle, and then the Aero club, as a whole, bought the balloons Centaur and Orient, above mentioned, for the use of the club members.

The current balloon race and those indicated contests that will follow it ere now, files will doubtless demonstrate that the United States is better adapted than any other country in the world for long-distance balloon racing. The chief explanation is found, of course, in the tremendous distances which may be traversed without passing over any large body of water, provided the aeronauts have taken the precaution to set out from some inland point, such as Indianapolis or St. Louis. It is largely because of the facilities thus afforded that the famous race from St. Louis a couple of years ago—the only American contest for the Gordon Bennett cup—yet stands in aeronautic history as the greatest balloon race that has ever been held to date both in the matter of length of the trips of the various contestants balloons and the duration of time the sky pilots remained in the air. It will be remembered that the winner of the race, Oscar Eberhart,

who represented Germany in the contest, traveled more than 572 miles, and M. Alfred Le Blanc, representing France, remained in the air 44 hours and three minutes, thus establishing a new world's record for duration. Whereas, this aerial journey of 572 miles sets a new mark in balloon racing, it does not constitute the world's record for long-distance ballooning under any conditions. The record of records was made during the Paris exposition of 1900 when Count de la Vaux, assisted by Gastillon de St. Victor, and using a balloon three-fifths filled with hydrogen, sailed from Paris to a point in Russia, 1,194 miles distant. It is worthy of note that it was the balloon Centaur which was used on this trip that the count afterward brought to America and transferred to the newly-formed Aero Club for what might be called its kindergarten of ballooning, to which reference has been made earlier in this article. The same balloon, the Centaur, was the aerial vehicle used when Miss Moulton, in 1902, established the long-distance record for women devotees of the sport by skimming through the clouds from St. Cloud to a point near Breslau, a distance of 622 miles.

Next to the excursion of Count de la Vaux from Paris to Russia in 1900, the longest balloon journey of which we have any well authenticated record was made in the United States nearly half a century ago. Four men made an ascent in a crude balloon from St. Louis and did not come to earth until they had reached a point in New York state, 1,150 miles from their starting place. The duration record, until the Frenchmen smashed it by staying aloft 44 hours after he left St. Louis, had been 44 hours, established in 1861 by four other Frenchmen, including the insatiable de la Vaux, who had consumed the interval of two score and one hours in a trip from Toulon to Port Vendres. In balloon racing the continental height estimated at 27,000 feet, whereas Aeronauts Person and Shering come second with a record of 34,400 feet. The record distance, it will be observed, is about six times the height of Mount Washington, and more than two and one-half times the altitude of Pike's Peak. In both of the ascents above mentioned the aeronauts were almost unconscious when they had soared to the highest altitude.

It is a pretty safe prediction that in this day and age no balloon race will greatly exceed 300 miles in length, and such being the case, the cities of the upper Mississippi valley constitute ideal starting points for the reason that they are upwards of 500 miles from the nearest tidewater. To be sure, the great lakes, a chain of five vast unshaded seas, do present something of a problem—no formidable enough to cut short the voyages of several of the balloonists in the memorable St. Louis race of a couple of years ago—but the menace presented is not to be compared with that of the open ocean, which is apt to stare in the face every participant in a European balloon race. When Lieutenant Lahm put Americans in the front rank of modern balloonists by winning the first Gordon Bennett cup race he had a taste of this peril, it being necessary for him to cross the English channel in his 22-hour flight,

which covered 402 miles. Again, last year, when the trophy was contested for from a German starting point, some of the sky sprinters were swept out over the North sea. However, there are other than geographical conditions to be taken into consideration in choosing a rendezvous for balloon racers. Chief among the requirements is an ample supply of gas of a proper specific gravity. To be sure, temporary or permanent plants for the manufacture of hydrogen gas may be erected at any point at no excessive cost, but more balloonists seem to prefer coal gas. Formerly coal gas was manufactured at almost every large commercial gas plant, but lately the illuminating companies have, for the most part, substituted water gas, which has not the buoyancy necessary to lift a balloon. Hence a locality must be sought where the old-fashioned method of making gas is still in vogue.

Balloon racing is an expensive sport, although not as extravagantly so as many persons might imagine. A man who has been accustomed to maintaining a steam yacht or a high-powered touring motor car will not be appalled by the outlay required in the new realm of speedy travel. To take a leaf out of the specific expense account, which is always better than dealing in generalities, it may be cited that Charles J. Glidden, the well-known automobilist and international balloon pilot, paid \$80 for his balloon, the Boston, which has a capacity of 36,000 cubic feet of gas, and will lift about 1,600 pounds. To make a flight in this balloon costs about \$200. The cost of several other expensive instruments must be added to the outlay to be made by a balloonist. The barometer, which indicates the elevation of the balloon, and the altimeter, which tells the balloonist whether he is rising or falling, costs \$75. A balloon is short-lived than an automobile, being good for only 60 or 80 ascensions of average length. There is a heavy duty on foreign balloons imported into the United States, but European balloonists who come to the United States to engage in international contests are allowed to bring their balloons into the country in bond. Of course, no person who is not regularly licensed as a balloon pilot can have charge of a racing balloon. To obtain a pilot's license a balloonist must have made a certain number of ascents, including one ascent alone.

EMERGENCY IS MET PROMPTLY

FORESTRY SERVICE MAKES ALLOWANCES FOR BACKWARDNESS OF SEASON.

Washington, June 8.—To the western stockmen the present spring has been one of the best trying in many years. This is especially true of the Rocky mountain region, where the season has been unusually late, with severe snowstorms long after the ordinary period. On many of the lambing grounds there the snow was so deep that it was impossible to reach them, and, in consequence, the lambing operations were transferred to other localities, where the surroundings were not altogether satisfactory.

The extremely cold, windy weather has also kept the green grass from starting so early as usual, in consequence of which the ranges have been fully a month late. When the usual time arrived for turning the stock onto the ranges from the feed lots there was very little grass available, and as the stockmen had used up all their supply of hay the stock, especially the cattle, suffered somewhat for want of feed.

Baby Laugh

It belongs to health for a baby to eat and sleep, to laugh and grow fat. But fat comes first; don't ask a scrawny baby to laugh; why, even his smile is pitiful! Fat comes first. The way to be fat is the way to be healthy.

Scott's Emulsion

is the proper food, but only a little at first.

a strong plea to the forest service to allow them to take some of their herds into the Pecos national forest, which had been closed against sheep grazing for several years. The closure of this forest to sheep was owing to the watered interests involved, together with the question of protecting the young growth of timber which is coming forward on that forest. However, the condition was so serious that after carefully weighing the question the forester suspended for a time the prohibition against sheep, and 25,000 sheep will be allowed to enter the forest to graze until such time as the conditions on the outside ranges become normal, which it is hoped will be as soon as the summer rains set in early in July.

Urgent Requests.
The stockmen using the public ranges adjoining several other national forests in New Mexico have made urgent requests to the forester to be allowed to take their herds into these forests for feed. As these forests are already stocked to their full capacity the requests could not be granted lest those already using them would be injured and their supply of feed cut short.

In several forests in Wyoming and Colorado the fees for lambing privileges on national forests will be refunded to the sheepmen because of their inability to use the lambing grounds. In addition to this the season will be extended a month later in several instances so as to make up, as far as possible, for the enforced reduction in the early spring period.

On all the forests where the winter and spring losses have reduced the stockmen's herds the number for which they have been granted permits, and they do not desire to purchase other stock to make up their number, they will be allowed to amend their application for the exact number which they will graze without prejudicing their applications in the future.

It will, therefore, be readily seen that the regulations of the forest service for handling grazing matters are sufficiently flexible to take care of emergencies and meet all unusual conditions which may occur from time to time. Further than this, the manner in which the officers of the forest service have taken hold of this matter proves that they are always alive to the interests of the stockmen and more than willing to do all in their power to protect them from losses.

Provide Covers.

A pleasing illustration of the care the stockmen take of their animals was notified in a recent trip of forest officers over some of the ranges in Colorado and Wyoming. The sheep had been sheared at the usual time

but, as the season had been very backward and the animals in rather poor condition to resist the unusual storms, many of the shepherds had provided small canvas blankets or covers for the sheep. After shearing these covers were fastened to the sheep in such a way as to protect their backs and sides, which, in a measure, took the place of the wool which had been taken from them. Thus they were better able to withstand a severe storm, and the use of such blankets has been the means of saving many thousands of dollars to the sheep owners.

In a novel bridge bearing completion at Philadelphia a concrete flooring 22 feet long is suspended from arches which are steel boxes filled with concrete.

New vanadium steel hardware, which will cut iron pipe, are capable of being rolled into spirals, retaining their original form, without injury when released.

A platinum famine is feared, as the output of Russia's mines, from which 95 per cent of the world's supply is derived, has been decreasing steadily since 1907.

The largest movable bridge yet built in Asia is a double-lift roller lift affair, with an opening 200 feet wide, erected by a Chicago company for a railroad in Burma.

To celebrate the first centenary of Argentine independence an international railway and transportation exposition will be held at Buenos Aires from May to November next year.

Tests seem to have supported the claims of a Boston inventor to have perfected a system of wireless telephony which cannot be interrupted by other wireless waves in the same zone.

WANT ENFORCEMENT OF DECISION

BUSINESS MEN OF SPOKANE DEMAND THAT RATE REGULATING STAND.

Spokane, June 8.—Frederick E. Goodall, president of the Spokane Chamber of Commerce, will head a delegation of business men leaving here June 3, to appear before the Interstate commerce commission at Washington, D. C., on June 9, to insist upon the enforcement of the rates ordered by the commission from Chicago and Missouri river points to Spokane. These are opposed by the Hill lines, whose compromise schedule was rejected by the shippers. Other delegates are:

W. H. Cowles, publisher of the Spokesman-Review; A. W. Doland, president of the Spokane Drug company; R. B. Peterson, president of the Spokane Dry Goods company; Jacob A. Schiller, councilman and secretary of D. Holzman & Co.; O. C. Jensen, president of Jensen-King-Hyrd company and H. D. Trunkey, president of the McClintock-Trunkey company.

Portland, Seattle, Tacoma, San Francisco and several other cities in California will also send representatives to appear at the hearing as intervenors against the enforcement of the lower rates ordered to Spokane.

Must Fight.

"We realize that we shall have to fight for every point granted to Spokane in the recent decision," said Mr. Doland, who has headed the movement for reasonable freight rates here since 1891, "and I do not believe we will receive anything except what which comes by sheer weight of law and authority of the commission. However, that is all we ask. Our people have endured injustice so long that any disposition on the part of the railroads at this time to accord even substantial justice would be appreciated and the long and bitter past would soon be forgotten. However, Spokane will press before the commission its victory for the inland empire, and beyond that, if it must be, to the highest court in the land."

"Before the railroads were completed to the Pacific ocean eastern merchandise consumed west of the Rocky mountains was carried by ocean vessels to San Francisco, the

Columbia river and Puget sound. Necessarily the consumers in the interior had then to pay the ocean rates, plus the cost of transporting such merchandise from the warehouses on tide-water to points in the back country.

"With the completion of transcontinental roads the conditions were revolutionized and the basis of rate-making for the interior should have been promptly readjusted. There remained, however, even then some slight show of justification for the plan of charging the full rate to the terminals plus the local rate back, for the interior had then a sparse population, contained no towns of size, no firms engaged in the jobbing business and with few exceptions eastern merchandise wanted for the interior country came in less than carload shipments.

Country Grows.

"The country grew in spite of this discrimination, by reason of its wealth of natural resources, and with the building up of towns and cities and the struggling growth of jobbing houses, all semblance of sense or necessity for the old basis of rate-making disappeared, and the railroads of their own volition ought to have given the interior terminal rates, or better, 20 years ago.

"The principles involved were thoroughly threshed out before the Interstate commerce commission in the Spokane rate case of 1902, and rates would have been readjusted then if the commission had possessed powers, under the law, to enforce its decision in that case.

"The outcome of this hearing will have a direct bearing on rates to every interior city west of Denver from the Canadian line to the Mexican border. If we are successful it will establish a precedent for such cities as Denver, Salt Lake City, Boise, Reno, and hundreds of others in Montana, the Dakotas, Colorado, Idaho, Oregon, Wyoming, Nevada, Arizona, New Mexico, Washington and California where the shippers are now compelled to pay rates which are not only high but inherently unjust, as was held by the commission in its ruling in the Spokane case."

Drinking tumblers of ice, which may be frozen in simple moulds in any household, are a novelty. Siberia exported nearly 50,000 tons of butter last year, chiefly to Denmark, Germany and England.

To aid in the study of high voltages, a short experimental transmission line has been built in Sweden, adapted to operate at 500,000 volts.

The United States holds the record for the highest telephone line in the world with the one at Camp Bird, Colo., 12,000 feet above sea level.

NEWS OF THE MINES

Spokane, Wash., May 28.—Work has been started by the United Copper Mines company, of which Conrad Wolfe of Spokane, is president, on a tunnel which will give a depth of 1,100 feet below the present workings in the Chewelah district, Stevens county, Wash. It is to be 3,000 feet in length and will connect several prospects. Mr. Wolfe also reports that 14 feet of low grade ore has been encountered on a 350-foot tunnel in the Copper Cliff property on Quartzite mountain. The miners are running to the hanging wall, after which they will sink a winze on the ore body. The company is making preparations to start another tunnel of 1,000 feet, and also contemplates running a tunnel from the west side of Quartzite mountain through the mountain. This will give an inner shaft and shorten the haul of ore by two miles and tap the ore near water level. This work will mean the installation of a large amount of machinery and will give employment to many men.

J. M. Burch and J. B. Green, miners at Wallace, Idaho, have perfected a model of a gravity and current machine, designed to save concentrates from all metals, including the gold in black sands, which engineers and millmen in the Coeur d'Alenes believe will add thousands of dollars annually to the wealth production in that camp. They have been working on the machine since 1893. Mr. Burch is a practical mining and mill man, besides being a mining engineer, and has 22 years' experience. He has been interested in the Coeur d'Alenes and Butte country since 1886. Mr. Green is also a practical mining man, and was one of the superintendents of the Standard mine until a few days ago. The machine will be introduced in a big mill in Alaska, also in several plants in northern Idaho.

TRIAL POSTPONED.

Leopoldville, Congo Free State, June 8.—The trial of the two American missionaries, Morrison and Sheppard, was postponed from May 25 to June 30 at the request of the defendants, who must have a Belgian lawyer to represent their interests. Efforts are being made to secure the presence here of a Belgian lawyer.

SHOW MAN DIES.

Cincinnati, Ohio, June 8.—Ed Collins, who for 27 years was connected with the Robinson shows and known from coast to coast, died yesterday at his home here.

DENIES THE REPORT.

Paris, June 8.—William E. Corey, president of the United States Steel corporation, has authorized a denial of the report current Saturday that he is conducting negotiations with the Deutscher Stahlwerkverband, the German steel federation, with a view to arranging an agreement on behalf of the United States Steel corporation regarding steel imports and exports in the two countries. He said that his recent visit to the German steel works was purely personal.

DESTROYED BY FIRE.

Valley City, N. D., June 8.—Fire Sunday night destroyed the greater portion of the business section of the village of Nome, in the southern part of this county. Loss \$75,000.

An Indigestion Remedy Free

Many people who are otherwise healthy suffer from indigestion or dyspepsia. When you consider that the stomach and allied digestive organs are the most important organs of the body, it would seem that a disorder there is to be taken very seriously. Dyspepsia cannot eat the things they like; food soured in the stomach; then chronic constipation begins, or, as is often the case, you have been constipated all along, and the stools are forced and irregular.

But there is no use letting indigestion go until it becomes chronic and undermines your health. It is good advice to suggest to you that you get to your drug-gist and get a bottle of Dr. Caldwell's Syrup Pepsin, the wonderful cure for stomach, liver and bowel troubles. That is what C. Fowler, of Carson City, Mich., did and he is well today. Others who did the same and are cured are: Ed A. Fortune, of Grand Junction, Tenn.; B. F. Thompson, of Sheridan, Ia., who actually considers that he saved his life. You can obtain a 50-cent or \$1 bottle of the drug-gist, and, taken according to directions, it will probably cure you. It is a liquid, acts gently, never grips, and besides the laxative effect, contains exceptional tonic properties which tone the stomach, and that is what is especially needed in indigestion.

All sufferers from indigestion who have never used Dr. Caldwell's Syrup Pepsin can obtain a free test bottle by writing the doctor. It will be sent direct to your home without any charge. In this way thousands have proven to their own satisfaction Dr. Caldwell's Syrup Pepsin is the very remedy they needed to cure indigestion. When once you use this grand remedy you will throw violent cathartics, tablets, salts, etc., away.

If there is anything about your ailment that you don't understand, or if you want any medical advice, write to the doctor, and he will answer you fully. There is no charge for this service. The address is Dr. W. B. Caldwell, 817 Caldwell bldg., Monticello, Ill.

For sale by Gaulton City Drug Co.