

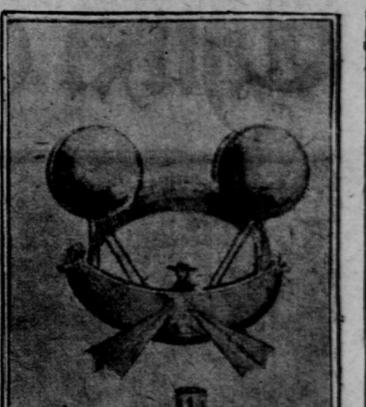
FANTASY AND ABSURD DEVICES IN BALLOONING



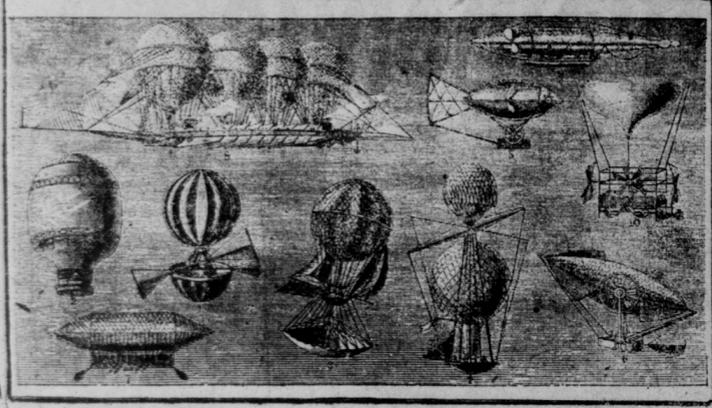
THE CHINESE AEROSTAT



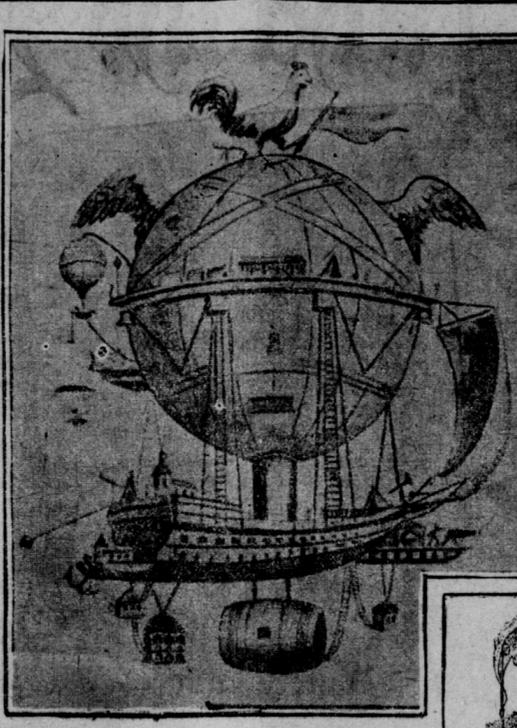
AN EARLY PARACHUTE



JESUIT FATHER LANA'S IDEA



NO. 1. A FLYING GLOBE. NO. 2. HEATED AIR BALLOON. NO. 3. A BALLOON WITH A REVERSED PARACHUTE. NO. 4. SIR GEORGE CAYLEY'S NAVIGABLE BALLOON. NO. 5. SAMSON'S AEROSTAT. NO. 6. AN EARLY NAVIGABLE BALLOON. NO. 7. THE AERIAL SHIP. LAIGLE 1834. NO. 8. AN IDEA OF 1850. NO. 9. JULIENS AEROSTAT. NO. 10. AERIAL SCHEME OF MR HELLE. 1851.



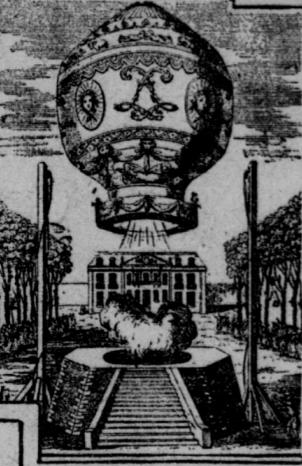
FANTASTIC IDEA OF PROF ROBERTSON



KAI KAOS THE PERSIAN KING



M DE LA LANDELLE'S IDEA



AN EARLY HEATED AIR BALLOON

Long Distance Balloon Record Held in America 41 Years

The Account of Wise's Great Voyage From St. Louis, Mo., to Sacketts Harbor, N. Y., in 1859

IN the great revival of interest in America in the science of aeronautics, the fact has been all but lost sight of that the long-distance balloon record was held in this country for forty-one years until Comte Henri de la Vaulx made his wonderful flight from Paris to Russia in 1906. In fact, America had been pre-eminent in respect to distance for more than a century, since the balloon was discovered by the Montgolfiers in Paris in 1782. Almost simultaneously a balloon ascent was made in this country from Philadelphia, and about the middle of the last century interest was almost as keen as it is today. Plans to cross the Atlantic in a balloon were much talked of and aerostats in all parts of the country aroused great enthusiasm. But until the present revival of interest, ballooning had become almost a lost art in this country—so much so, in fact, that most of the articles written on the subject today fall entirely to refer to the most remarkable aerial voyage ever taken, not excepting that of Comte de la Vaulx. If it has been almost forgotten in this country, it is not surprising that scanty mention should be made of it abroad, but the facts are thoroughly attested and easily subject to proof.

John Wise, for many years one of the world's most noted aeronauts, is the hero of this trip, which was made from St. Louis on July 1, 1859. The balloon, after many exciting experiences, finally landed at Adams, Jefferson County, near Sacketts Harbor, in New York State, having traveled more than 800 miles in nineteen hours. Wise estimated that the actual distance covered by the balloon was about eleven hundred miles, but the record is given as the distance between the points of departure and landing in a straight line.

Drifting to Sea in a Balloon

Thrilling and Impressive Experiences of a Pioneer American Aeronaut

By Samuel A. King

FAMOUS as an Aeronaut a Generation Ago

CHANCE more than fifty years ago threw some balloon literature in my way which captivated my fancy and set me to longing for a balloon of my own, just as so many are doing now. One story in particular by Monck Mason of a voyage from London to Weiburg in Germany with Green, the famous English aeronaut, more than any other gave the cue to my operations.

against the side of a vessel, where it hung for a moment and then sailed away out of sight.

Night was coming on and nothing could be done but to return to the city and await developments. A conveyance was obtained and heavy heartedly we made our way back, driving directly to the hotel. There we were met by two of the most lively spirits that ever rode through space or walked beneath the moon. There were Simmons and Haskell! I don't know how I acted—foolishly, I guess—for I never was so beside myself.

sailing for home saw the balloon over the water and watched it collide with the water and escape the fate of the other sail, they drove straight toward the vessel, and in doing so, without realizing it they took a direct line to where Haskell was swimming. They gathered him in and continued on to the schooner, where they picked up Simmons up and continued on their way home. They arrived in Salem just in time for the Boston train and were at our hotel twenty minutes ahead of me. I may add that they never cared to join any aero club again.

ner against the peak of another mountain, and again ballast had to be thrown out to surmount it.

But a third attempt to sight the earth below the clouds was successful. We saw a valley with habitations drifting from beneath us, and deluding us with the idea that we had not passed beyond the inhabited part of the country. We soon found, however, that our course was northeast instead of east, as we had believed, and that we had passed Mount Jefferson and Mount Adams and were now penetrating the heart of the great wilderness, Lake Umbagog, which I recognized from a former experience, lay over toward the horizon directly in our path, but all else was somber forest.

varied only at long intervals by the sound of a solitary loon, which may have been keeping us company voluntarily.

We were not always immersed in the clouds. We had frequent opportunities of peering into the inky blackness of the wilderness, and once the clouds above us separated sufficiently to give us a glimpse of the moon. At last there came a change in the sound of the waters. The pouring ceased and was replaced by the booming swish and swash of breakers. There was no mistaking the indications. We were both familiar with them and descent was imperative.

Through the Kindness of Messrs. Gager and La Mountain, To the New York Herald, St. Louis, July 1, 8 p. m. (Post-marked, Adams, N. Y., July 4).

In an account of the departure of the balloon from St. Louis the correspondent quaintly describes the "purloining of a bottle of wine intended for Wise's use on the trip. There was the usual confusion attendant on the inflation of a balloon and finally the police cleared the field where the bag was being filled. One man, a stranger, proved especially hard to handle. "In the grand row," says the corre-

spendent, "others became implicated and a Mr. Sawyer was hurried outside the inclosure and, as a policeman informed us, was taken to the calaboose. We were told that a knife was taken from him by the police. In the meantime, after the first encounter, the stranger had coolly walked off about his business with the wine bottle and was seen no more."

The outfit of the aeronauts is described in detail. Below the basket was hung a large lifeboat for use if they had to land and rest there. Three of the men rode in the boat, most of the trip, while Wise was in the basket to manage the valves and adjust the ballast. During the night one of the men called out to him, but received no reply. He had fallen asleep and was almost asphyxiated by escaping gas when he was rescued.

POSSIBILITIES OF AN AMPHIBIOUS AIRSHIP

First the Successful "Water Skimmer," Then the "Flying Machine," Says Professor Todd

PROFESSOR DAVID TODD, director of the Amherst College observatory, has designed an amphibious airship which he calls a hydrodrome, or water skimmer. He is confident that he has almost reached success in his investigations, and predicts that his invention will prove to have at least twice the speed of the fastest motor boat, with all the added excitement for the operator.

termines it. The question now, as I understand it, is largely one of machine design, embodying sound physical principles already ascertained and not exceedingly difficult to apply.

"But before we solve the problem of the flying machine we should, in logical order, attempt the simpler one of skimming the surface of still water. Simpler and easier this problem is, because for buoyancy the heavier and more massive water acts instead of the lighter and facile moving air. Trial speeds for water skimming, therefore, need not be anything like so great as are necessary for aeroplane support of a moving body in free air alone. I began experimenting on these lines in 1901.