

ONLY TWO BALLOONS ARE STILL IN AIR

The Indiana and St. Louis III
Are Battling for
Honors.

WINNERS OF HANDICAP RACE

Honor Goes to Link and Irvin in the
Indianapolis—Two of the Balloons
Are Fired On.

ST. LOUIS, Mo., Monday, 3 o'clock—
The St. Louis III landed at Keokuk,
Iowa, according to private messages
received here.

At 3 o'clock this afternoon the balloon
Indiana, Carl Fisher pilot and G. A. Bum-
baugh assistant, and the St. Louis III, A.
B. Lambert, of St. Louis, pilot, of all the
balloons that started in the balloon races
here Saturday had not been reported
down.

If either Fisher and Bumbaugh in the
Indiana or Lambert and Honeywell in the
St. Louis III were still in the air at 1:30
this afternoon they have broken the
American duration record made by Alfred
de Blanc of forty-four hours made in the
St. Louis races in 1907.

There is small or no indication that the
long distance record of 852 miles from
St. Louis to Asbury Park, made by the
Pommern in 1907, will be equaled.

The New York landed at 5:10 o'clock

\$400,000 FOR PARIS POOR.

Prince of French Merchants Also Left
\$600,000 to His Employees.

PARIS, June 1.—The will of the late H.
A. Chauchard, proprietor of the Magasin
de Louvre, who died in this city last Fri-
day, left his entire collection of paintings,
bronzes, marbles, etc., comprising some
of the most celebrated works of the ro-
mantic school of 1830, to the National
Louvre museum. The collection is valued
at \$4,000,000. To the employees of the Louvre
store M. Chauchard left \$600,000. He gave
\$400,000 to the poor of Paris and made
also numerous bequests to various phil-
thropic and charitable institutions. The
big individual legacies are \$1,000,000 to
George Leygues, the lawyer and man of
letters and the members of his family,
and \$400,000 to Gaston Calmette, proprietor
of the Figaro.

M. Chauchard's body is today lying in
state in his magnificent residence in the
Rue Velasquez. Thursday there will be an
imposing funeral service at the Made-
line.

WHARF FALLS INTO LAKE; MANY PEOPLE DROWNED

TEN BODIES ARE RECOVERED AT
MADEVILLE, LA.

SEVEN ARE STILL MISSING

MANDEVILLE, La., June 7.—By the
collapse of a frail wharf here, on to which
about sixty-five people had rushed early
last evening to board the excursion
steamer Margaret on her return trip to
New Orleans, ten persons are known to be
dead. A rescue party was today search-
ing for the bodies of seven other persons
who are missing and who are believed to
be dead.

The known dead are: Elsie Lett, 37
teen years of age.

American duration record made by Alfred de Blanc of forty-four hours made in the St. Louis races in 1907.

There is small or no indication that the long distance record of 852 miles from St. Louis to Asbury Park, made by the Pommern in 1907, will be equaled.

The New York landed at 5:10 o'clock this morning at Corinth, Miss., 375 miles from Indianapolis. The Hoosier, Capt. T. F. Baldwin pilot, landed this morning at Greenbriar, Tenn., which is approximately 230 miles from Indianapolis.

It is practically certain no records will be broken, unless it is the American endurance record of forty-four hours.

The Indiana, Carl Fisher, of Indianapolis, pilot, and G. A. Bumbaugh, assistant, came near enough to the earth at Schackle Island, Tenn., at 6 o'clock last night to let down two buckets and get a fresh supply of water. They then lightened their ballast and mounted again to the higher currents to continue the race. Schackle Island is twelve miles north of Nashville.

There is a question whether or not Fisher in the Indiana disqualified himself by coming close enough to land to get two buckets of water. Experts today were certain it would not, provided he did not touch the ground.

A telegram from Birmingham says a balloon was seen near the city this morning. It may have been the Indiana of St. Louis III. In that event both are bearing for the east.

Drop Out of Race.

The Cleveland landed eight miles west of Columbus, Ind., at 8 o'clock Saturday night, making little more than forty miles, her pilot attributing the poor flight to defects in the balloon. The University City landed near Fayetteville, Lincoln county, Tennessee, at 7 o'clock last night, after being up twenty-five and one-half hours and making approximately 330 miles.

Forbes, pilot of the New York, who steered her for the higher currents at an altitude of over three miles, hoping to get an eastward current, evidently covered more ground than any of the balloonists heard from. He was out thirty-five hours and ten minutes and crossed Indiana, Kentucky, Tennessee and headed down into Alabama, making for Mobile. But the wind changed last night and began to carry him back to the west and he landed with plenty of ballast almost on the Tennessee-Mississippi line, very near Corinth.

Have Exciting Time.

They had an exciting time down in Alabama. A telegram from Corinth says:

"The balloon New York, A. Holland Forbes pilot, and Clifford B. Hoosier

steamer Margaret on her return trip to New Orleans, ten persons are known to be dead. A rescue party was today searching for the bodies of seven other persons who are missing and who are believed to be dead.

The known dead are: Lizzie Lots, fifteen years of age; Laura Ray, eighteen; Marie Goitein, eighteen; Kathleen Goitein, twenty; Eugenie Pabst, thirteen; Alice Donna Chopping, Mrs. Eberhard's eight-year-old child of Mrs. Eberhard; Mrs. Charles Bruno and child of Mrs. Bruno. All are residents of New Orleans.

Pulled Away from Pier.

The Margaret did not land at the wharf at which she was accustomed to tie up. Instead she ran into a dock built especially for skiffs and small craft. This small wharf was pulled by the steamer's ropes entirely away from the main pier and scores of people went into the lake in about eight feet of water.

Men rushed to the wharf to join in the work of rescue. The officers and crew of the Margaret did excellent work by throwing life preservers and some of them going into the water.

The bodies were all taken to New Orleans on the Margaret.

IT TAKES MORE THAN COLOR TO MAKE WHISKY

SOLICITOR-GENERAL RENDERS
IMPORTANT DECISION.

PROVISIONS OF THE FOOD LAW

WASHINGTON, June 1.—Lloyd W. Bowers, solicitor-general of the United States, today submitted to President Taft his opinion as to what the term "whisky" means in law.

In effect Solicitor-General Bowers holds after discussing at great length what the term "whisky" meant at the time of the passage of the pure food law, that the public does not consider that added color

and he landed with plenty of ballast almost on the Tennessee-Mississippi line, very near Corinth.

Have Exciting Time.

They had an exciting time down in Alabama. A telegram from Corinth says:

"The balloon New York, A. Holland Forbes, pilot, and Clifford B. Harmon, landed two and a half miles from here at 5:10 o'clock today, having been in the air since about 5 o'clock Saturday evening. Mr. Harmon gave the following account of his trip:

"The only incident to mar our trip was about 10 o'clock Sunday night, as we were passing over the center of Morgan county, Alabama.

"Expecting to land in the wilds of Canada, we were loaded with guns, ammunition, heavy shoes and clothing and canned goods.

"In an endeavor to find another air current to carry us higher we decided to throw away about 300 pounds of this stuff. Not wishing that it should be lost in the field, we descended to within 900 feet of the earth and began distributing it where it would be found—near houses and villages.

Bullet Strikes Basket.

"When directly over a very small village, eighty miles north of Birmingham, and in the center of Morgan county, a man with a rifle cried: 'Come down here, — you, or I will bring you down.'

"We continued our course and he fired three times, one of the bullets singing through the basket.

"We had plenty of ballast and could have stayed in the air longer, but we were turning north and could find no southern current. We got as far south as Birmingham when the wind changed. We would have stayed up much longer but for that. We saw Coey descending as we were crossing the Kentucky line."

Forbes and Harmon left Corinth today for New York, their home. Officers have been sent out from Corinth in an endeavor to arrest the man who fired the shots.

Only Word from Baldwin.

The only word from Capt. T. F. Baldwin, of the Hoosier, was a telegram addressed to G. A. Bumbaugh and received at 10 o'clock this morning by Mrs. Bumbaugh. It simply stated, under the date of Green Brier, Tenn., "Have had a safe landing. Ship to New York."

Of all the racers thus far heard from, Forbes, with his New York, has made the best record, 375 miles. The University City, the last to leave Indianapolis, comes second with a record of about 340 miles. This balloon landed just one hundred miles east of the New York.

States, today submitted to President Taft his opinion as to what the term "whisky" means in law.

In effect Solicitor-General Bowers holds after discussing at great length what the term "whisky" meant at the time of the passage of the pure food law, that the public does not consider that added coloring or flavoring matter can make whisky out of what otherwise is not whisky. Whisky is regarded generally and naturally as having a flavor and properties its own.

"There is no more reason for saying that alcohol becomes whisky because colored and flavored like some true whisky than for saying that alcohol becomes brandy because colored or flavored like some brandy," he says. "On the other hand, the mere addition of harmless coloring or flavoring matter to what is previously whisky does not destroy its whisky character unless such addition unduly dilutes or otherwise affects the essential properties of the whisky."

Has Always Been Colored.

"Whisky having been in all its history extensively and variously colored and flavored by addition of extraneous matter, such coloring and flavoring can not be considered illegitimate or incompatible with the name whisky. The United States pure food law also provides in terms that the addition of 'harmless coloring or flavoring ingredients used for the purpose of coloring and flavoring bally' is consistent with the term 'blend,' and therefore, of course, may be done without creating a compound article.

"One of the most important matters in a practical view is whether a mixture of an admitted whisky with neutral spirits or alcohol may be called whisky," says Mr. Bowers. "Such mixtures have been made most extensively for a long period and have become a most popular form of the beverage both in the United States and in England. It is even true, as I understand the testimony, that a larger quantity of these mixtures than of straight whisky has been consumed during the last twenty years or more."

Not a Foreign Substance.

This mixture of whisky with alcohol or neutral spirits is entitled to the name whisky, Mr. Bowers holds, provided the mixture retains a substantial amount of by-products in proportion to the volume of the mixture, giving a distinct flavor and properties. He says the addition of alcohol to whisky is not the introduction of a foreign substance, but is merely an enlargement of the proportion of one proper constituent. It is merely a form of dilution, just as the addition of water is. Dilution by alcohol lessens only the congeneric strength.

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Win Both Trophies.

Dr. Goethe Link, pilot, and R. J. Irvin, assistant, flying the Indianapolis, won both the trophies in the handicap race which started at 3:45 Saturday afternoon, just preceding the national race.

The Indianapolis just cleared the Kentucky-Tennessee line and landed at Westmoreland, Tenn., forty-five miles northeast of Nashville, at 11 o'clock yesterday. The Chicago landed just north of the Tennessee-state line, at the fair ground at Scottsburg, Ky., sixteen miles north of Westmoreland. The Ohio, the third contestant in the handicap race, landed half a mile northeast of Nashville, Ind., at 8:30 o'clock Saturday night.

The Indianapolis by its flight won the cup offered for the greatest distance by the Indianapolis Merchants' Association, having approximately sixteen miles the best of the Chicago, and also the Fisher trophy for time in the air, having a margin of almost two hours on the Chicago.

Shot at in Kentucky.

The victory of the Indianapolis men and their 40,000 cubic feet capacity balloon is regarded as remarkable, inasmuch as they are new in the game, and they started on their flight with only five bags of sand, or approximately 250 pounds of ballast. They carried a small supply of provisions.

They covered 225 miles and were in the air nineteen hours.

A message from them says their highest altitude was 13,000 feet, approximately 2 1/4 miles. They were shot at twice as they passed over Kentucky, but were not hit. The weather, they report, was perfect and the night trip was very pleasant.

Irvin, in a telegram to Indianapolis.

Continued on Page Four.

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Continuing Mr Bowers says "So long as the mixed article varies only in respect of being stronger or weaker, without losing distinctive flavors and properties in substantial degree, and consequently the article has not been altered in its essential nature, it can not be said that the public has given the name whisky to the article in ignorance of its character or under a delusion concerning the thing to which the name whisky has been applied.

"Even a compound article made by the commingling of two things wholly foreign to each other, may, through informed application to it by the public of a single distinctive name, acquire the full right to that name."

NOTED G. A. R. MAN DEAD.

The Rev. J. T. Phillips, Minister for Forty Years.

(Special to The Indianapolis News.)

FRANKFORT, Ind., June 1.—The Rev. J. T. Phillips, of this city, is dead after a short illness. He was one of the best-known G. A. R. men in the state, having served with Company F, Fifty-seventh Indiana Volunteers. For forty years he had been the pastor of the Christian church at Evansville, the congregation refusing to part with him even after he had left that city. He was born on a steamboat on the Ohio river in 1841, while his parents were moving to Ohio from Massachusetts. Mr. Phillips delivered the address at Russellville on Memorial day, which was his last public appearance. He leaves five children, Miss Lucia being a missionary in China.

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Continued from Page One.

people, said the air currents were slow both day and night. Continuing, he says: "No accident happened. Most of the time we were over two miles high and in sight of two others. It was a grand trip. Coey landed sixteen miles north of here at 9 o'clock."

Unable to Stay Up.

A. H. Morgan, pilot, and J. A. Wade, Jr., assistant, of the Cleveland, returned to Indianapolis this morning. They were much disgruntled over the showing made by their balloon, and while A. Leo Stevens, who made it, was charging the failure of the flight to a poor quality of gas given that balloon and the Ohio, the two Cleveland men were attributing failure to defective seams.

They soon discovered, they said, after getting started, that something was wrong. In fact, this was known before they started, for they could only get away with seventeen bags of sand, though the balloon should carry upward of forty. The balloon, after attaining a height of over 10,000 feet, and going twenty or thirty miles, began to spend its force rapidly and to drop.

They dropped over her sides not only all the sand they had in order to keep her going, but also soon began emptying canteens and throwing away provisions and overcoats. But the flight was doomed, and they finally came down in a plowed field eight miles west of Columbus at 8 o'clock, after less than three hours in the air.

Land in a Cornfield.

The Cleveland made her landing in a night that Wade today characterized, as being "black as your hat." "We did not," he said, "know what kind of field we were coming into, but it proved to be a corn field, and everything was all right.

Indiana and University City are to have gone beyond, and the St. I also has probably passed it.

START MOST IMPRESSIVE

All the Balloons Get Away and Without Accident.

The start of the two big balloons under almost a cloudless sky and land breeze varying between eight and ten miles an hour and blowing south was most impressive. The sight was beautiful and the balloons made such starts that notwithstanding the possibility of getting to and from the ground there were few "knockers" to be found at the races, while air navigation was a most decided boost that will undoubtedly result in large additions to the Aeroclubs of Indiana. Yesterday a number of Indianapolis men went to the Clayport and began talking "balloon" with the manufacturers. They had caught the news that balloons of the class that entered the race here range in price from \$300 to \$4,000.

All of the races were started on schedule time. The Ohio, the first one to start in the handicap race, was brought over her moorings at 3:40 o'clock. The balloon, a short jockeying to save ballast, was found that, though the Ohio, which had been christened, had carried fifty passengers and sixteen bags of sand, she got away with only Dr. W. H. Goeth, her pilot; J. Blake, his assistant, and four bags of sand on Saturday. She was foredoomed the balloon to short flight. However, she got an impressive start. She rose slowly and majestically and was off in the south breeze. She soon reached the upper air current that was blowing about twenty miles an hour at an altitude of a little over a mile, and she began to fade into the blue. She passed over the grandstand, The crowd leaned over the side of the bank and told the people good-by. Blake took pictures.

Start of the Indianapolis.

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Land in a Cornfield.

The Cleveland made her landing in a night that Wade today characterized as being "black as your hat." "We did not," he said, "know what kind of field we were coming into, but it proved to be a corn field, and everything was all right. It was so dark that we could do nothing until the moon came up. We then found we were on the farm of J. W. Holliday. We remained in the country all night, brought the balloon to Columbus yesterday morning and shipped it back to the factory at New York. We attribute our poor flight to defects in the balloon rather than to the gas. We got the same gas that the University City got. The balloon did not act right on a previous trip."

This statement took the wind out of the

The start of the two big balloons under almost a cloudless sky a land breeze varying between eleven and ten miles an hour and blowing south was most impressive. The sight was beautiful and the balloons made such starts that notwithstanding the difficulty of getting to and from the ground there were few "knockers" to be found in the races, while air navigation was a most decided boost that will undoubtedly result in large additions to the Aerodrome of Indiana. Yesterday a number of Indianapolis men went to the Claypo and began talking "balloon" with the manufacturers. They had caught the news that balloons of the Cleveland type that entered the race here range from \$800 to \$4,000.

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Start of the Indianapolis.

The Indianapolis, with Dr. Goeth as her pilot, and J. R. Irvin, as her assistant, was the next to go, and she followed the Ohio's course ten minutes later. She carried only five bags of sand and took a lower course than the Ohio. Two Indianapolis men started on the first great flight they wished to make in the grandstand farewell and before them came the cry: "Good luck to you!" They scattered confetti as they went and made an impressive getaway. The climax of the race, however, was when the great Chicago, C. A. Coey,

balloon.

charges made by Leo Stevens, balloon builder, first that the Ohio and Cleveland had got a poor run of gas, and second, that the Cleveland had been tampered with.

Hard Time Clearing Woods.

The Ohio, which landed a little more than half a mile from Nashville, in Brown county, at 6.20 o'clock Saturday night, was brought to Indianapolis yesterday and taken back to Canton. Dr. H. W. Thompson, her pilot, and J. M. Blake, his assistant, said they had a fine flight. They saw, however, that they were doomed to a short trip, and after clearing Morgantown began to settle rapidly. "We ran into a five-mile wood," said Thompson, "and we had to discard everything from ballast even to our lunches to get over it."

"Then we settled down in a nice plowed field and the people came out from Nashville and treated us nicely. We stayed there over night and came back Sunday morning. When we got back to Helmsburg to catch the train a man named Ed Parsley met us there. He said he was from Bean Blossom Ridge, over near Georgetown, and that he and his wife and four children had been setting out sweet potatoes Saturday evening. They had been looking at the balloons too much, he said, and not getting in their potato plants, they had turned to work, when, whizz, something landed within six feet of them. "The finest supper I have ever had," he said. It was the luncheon basket from the Ohio."

Land Near State Lines.

In almost all of the flights the landings thus far reported have practically been on-state lines. Scottsville, Allen county, Kentucky, where the Chicago landed, is practically on the Tennessee-Kentucky line, and Westmoreland, where the Indianapolis came down, is just across the line. The University City and the New York crossed Tennessee and the University City landed at Blanche, near Fayetteville, Lincoln county, Tennessee. Looking at the map, it seems that one should be able to throw a stone from Blanche over into Alabama.

The New York, landing at Corinth, Miss., 100 miles west of Blanche, practi-

and "Jack" Bennett, assistant, brought from her moorings. Coey, bidding his bride a farewell, climbed into the basket and a dead-ripe-grape red balloon on her flight to the sky. She carried with weights to equalize her feet of gas capacity with the Ohio and the Indianapolis's 40,000. She carried forty-eight bags of ballast. She cleared the grandstand and toward the south, she was an object of sight. She gained an altitude very quickly, and had just cleared the ground at that height when Coey presented a beautiful American flag that he had presented to him, and waved a farewell. It was a scene of enthusiastic applause.

The three handicappers had a half-hour and there was a quarter of an hour wait for the race of balloons eligible with requirements of 60,000 and 80,000 gas carrying capacity.

Start of National Race

The great national race—the most important of the day—was on just at that moment. It moved fast. The yellow four-thousand-dollar balloon with A. Holland Forbes as his pilot and Clifford B. Harmon as his assistant, brought in front of the Governor's mansion a few minutes before 5 o'clock and was away on the minute. Mr. M. Hershey, of the United States Weather Service, who had been getting weather reports from all over the country held a final conference with Forbes before he got into the basket after a short study of the charts. Forbes waved his hand and was off.

He headed, without delay, for the east currents, expecting to catch an altitude of three miles, a current that would take him to the east. The wind was somewhat and he passed near the shore and at an altitude of approximately one mile and a half. He mounted but continued south. The balloons floated pennants of the Aerobics of America, of which Forbes is president.

Fisher Scatters Rose

While the New York was off the other balloon squads

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The New York, landing at Corinth, Miss., 100 miles west of Blanche, practically came down on the Tennessee-Mississippi state line. The Hoosier landed within twenty-five miles of the Tennessee-Kentucky line. The Cleveland, which came down in three hours, came near landing on the Bartholomew-Brown county line in Indiana. The Ohio made a clean record, even if she did not stay up long. She landed right plump in the very center of Brown county, almost within shouting distance of the Nashville court house.

Keep Close Together.

Another remarkable feature of the race was that the balloons kept very close together. The Indianapolis, for instance, landed within sixteen miles of the Chicago, and the Hoosier came down thirty-five miles west of Westmoreland and forty-five miles southwest of Scottsburg. The Indiana dipped low enough to take water a few miles below these points and twelve miles north of Nashville, which seemed to be the objective point of all of the balloons. Some fell short of it, but the New York,

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A. B. Lambert, pilot of th III, got her away splendidly, six feet at 5:10 and skimmed green sward, following dow slope and then with the sam graceful motion she began t the inclined bank of the speed like a bird, taking wings, slowly to soar. She took a degrees east of south and wen

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The Indianapolis, with Dr. Goethe Link as her pilot, and J. R. Irvin, assistant, was the next to go, and she followed the Ohio's course ten minutes later.

the rac They o chicks went in the gol one of day. Th toward were a was pil Cleveland Cleveland bags of forty.

Thing Capt. T Walsn, big, tra or thre started sand, a and aw on her shouted money hat, wh day. T moving John the cho were off go. The the St. The Un as full

Roads to Ge

Twelve the new Park, Sa air pilot the first Indianapolis thousand get into reached fields w park.

The m merichsv buggies and by 3 merichsv and a h were lin

...the air currents were slow
...nd night. Continuing, he says:
...nt happened. Most of the time
...er two miles high and in sight
...ra. It was a grand trip. Coey
...een miles north of here at 3

Unable to Stay Up.

...rgan, pilot, and J. A. Wade,
...nt, of the Cleveland, returned
...olis this morning. They were
...untled over the showing made
...lloon, and while A. Leo Ste-
...made it, was charging the
...the flight to a poor quality of
...hat balloon and the Ohio, the
...nd men were attributing fail-
...ective seams.

... discovered, they said, after
...rted, that something was
... fact, this was known before
... for they could only get away
...een bags of sand, though the
...uld carry upward of forty. The
...er attaining a height of over
...and going twenty or thirty
... to spend, its force rapidly and

...pped over her sides not only
...they had in order to keep her
...also soon began emptying can-
...throwing away provisions and
...but the flight was doomed, and
...came down in a plowed field
...west of Columbus at 8 o'clock,
...had three hours in the air.

and in a Cornfield.

...land made her landing in a
...Wade today characterized as
...as your hat." "We did not,"
...now what kind of field we
...g into, but it proved to be a
...nd everything was all right.
...ark that we could do nothing
...oon came up. We then found
...the farm of J. W. Holliday,
...ed in the country all night,
...balloon to Columbus yester-
...g and shipped it back to the
...New York. We attribute our
... defects in the balloon rather
... gas. We got the same gas
...iversity City got. "The bal-
...act right on a previous trip."
...ment took the wind out of the

...nder almost a cloudless sky and in a
...land breeze varying between eight and
...ten miles an hour and blowing south, was
...most impressive. The sight was so beau-
...tiful and the balloons made such perfect
...starts that notwithstanding the trouble
...of getting to and from the grounds, there
...were few "knockers" to be found after the
...races, while air navigation was given a
...most decided boost that will undoubtedly
...result in large additions to the Aero Club
...of Indiana. Yesterday a number of Indi-
...anapolis men went to the Claypool hotel
...and began talking "balloon" with manu-
...facturers. They had caught the fever.
...They found that balloons of the character
...that entered the race here range in price
...from \$800 to \$4,000.

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...ule time. The Ohio, the first one to leave
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Start of the Indianapolis.

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...as her pilot, and J. R. Irvin, assistant,
...was the next to go, and she followed
...the Ohio's course ten minutes later. She
...carried only five bags of sand and took
...a lower course than the Ohio. As the
...two Indianapolis men started on their
...first great flight they wished the people
...in the grandstand farewell and back to
...them came the cry: "Good luck to you."
...They scattered confetti as they started
...and made an impressive getaway.

The climax of the race, however, came
...when the great Chicago, C. A. Coey, pilot,

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made by Leo Stevens, balloonist first that the Ohio and Cleveland a poor run of gas, and second, Cleveland had been tampered

rd Time Clearing Woods.

Ohio, which landed a little more than a mile from Nashville, in Adams county, at 6:20 o'clock Saturday morning and was brought to Indianapolis yesterday and taken back to Canton. Dr. Thompson, her pilot, and J. M. [Name], his assistant, said they had a fine flight. They saw, however, that they had come to a short trip, and after leaving Morgantown began to settle rapidly. "We ran into a five-mile wood," said Thompson, "and we had to discard our ballast even to our own weight to get over it."

"We settled down in a nice plowed field and the people came out from Nashville to treat us nicely. We stayed in a hotel overnight and came back Sunday morning. When we got back to Helmsport to catch the train a man named Ed [Name] met us there. He said he was an Blossom Ridge, over near [Name], and that he and his wife and children had been setting out sweet potatoes Saturday evening. They had been looking at the balloons too much, he said, not getting in their potatoes. They had turned to work when something landed within six feet of them. "The finest supper I have ever had," he said. It was the luncheon basket from Ohio."

and Near State Lines.

At all of the flights the landings reported have practically been within state lines. Scottsville, Allen county, Ohio, where the Chicago landed, is only a few miles on the Tennessee-Kentucky line. Westmoreland, where the Indianapolis came down, is just across the line from University City and the New York landed at Blanche, near Fayetteville, Lincoln county, Tennessee. On the map, it seems that one could throw a stone from [Name] over into Alabama.

The New York, landing at Corinth, about 15 miles west of Blanche, practically down on the Tennessee-Mississippi

and "Jack" Bennett, assistant, was brought from her moorings and when Mrs. Coey, bidding his bride a fond farewell, climbed into the basket and the great, dead-ripe-grape red balloon was started on her flight to the sky. She was laden with weights to equalize her 110,000 cubic feet of gas capacity with the Ohio's 36,000 and the Indianapolis's 40,000. In addition, she carried forty-eight bags of sand. As she cleared the grandstand on her flight toward the south, she was an impressive sight. She gained an altitude of 400 feet very quickly, and had just left the ground at that height when Coey unfurled a beautiful American flag that Mrs. Coey had presented to him, and with this he waved a farewell. It was answered by enthusiastic applause.

The three handicappers had been started in a half-hour and there was a three-quarter hour wait for the national race of balloons eligible within the requirements of 60,000 and 80,000 cubic feet of gas carrying capacity.

Start of National Race.

The great national race—the real event of the day—was on just at the scheduled moment. It moved fast. The greenish-yellow four-thousand-dollar New York, with A. Holland Forbes as her pilot and Clifford B. Harmon as his assistant, was brought in front of the Governor's stand a few minutes before 5 o'clock, and she was away on the minute. Major H. B. Hershey, of the United States government service, who had been getting special weather reports from all parts of the country held a final conference with Forbes before he got into the basket, and, after a short study of the latest wind charts, Forbes waved his hand and was off.

He headed, without delay, for the highest currents, expecting to catch, at an altitude of three miles, a current that would take him to the east. The wind had shifted somewhat and he passed nearer the city and at an altitude of approximately a mile and a half. He mounted still higher, but continued south. The New York floated pennants of the Aero Club of America, of which Forbes is the acting president.

Fisher Scatters Roses.

While the New York was being sent off the other balloon squads were busy. The Indiana, with Carl Fisher pilot and

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the people came out from Nash-
ville, treated us nicely. We stayed
over night and came back Sunday
morning. When we got back to Helms-
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line. Westmoreland, where the Indiana
came down, is just across the
line from University City and the New
York landed at Blanche, near Fay-
et, Lincoln county, Tennessee.
Looking at the map, it seems that one
could be able to throw a stone from
the New York landing at Corinth,
Mississippi, miles west of Blanche, practi-
cally down on the Tennessee-Missis-
sippi line. The Hoosier landed with-
in five miles of the Tennessee-
Mississippi line. The Cleveland, which came
down three hours, came near landing
on the Bartholomew-Brown county line
in Indiana. The Ohio made a clean record,
she did not stay up long. She
dropped plump in the very center of
the county, almost within shouting
distance of the Nashville court house.

Keep Close Together.

A remarkable feature of the race
was that the balloons kept very close to-
gether. The Indianapolis, for instance,
was within sixteen miles of the Chicago,
the Hoosier came down thirty-five
miles west of Westmoreland and forty-five
miles southwest of Scottsburg. The Indi-
ana was low enough to take water a few
miles from these points and twelve miles
from Nashville, which seemed to be
the objective point of all of the balloons.
The Hoosier was short of it, but the New York,

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but continued south. The New York
floated pennants of the Aero Club of
America, of which Forbes is the acting
president.

Fisher Scatters Roses.

While the New York was being sent
off the other balloon squads were busy.
The Indiana, with Carl Fisher, pilot, and
G. A. Bumbaugh, assistant, was being
brought forward from her anchorage by
the forty members of Battery A, who
served in his capacity. She was off,
after the New York, at 5:05, just on the
second and as she moved slowly over
the grand stand, Carl Fisher dropped
American beauty roses. Bumbaugh was
up in the rigging. The Indiana carried
fifty-two bags of sand and the New York
forty-eight. The Indiana started low.

A. B. Lambert, pilot of the St. Louis
III, got her away splendidly. She arose
six feet at 5:10 and skimmed across the
green sward, following down a gentle
slope and then with the same skimming
graceful motion she began to follow up
the inclined bank of the speedway. Then
like a bird, taking wings, she began
slowly to soar. She took a course of 30
degrees east of south and went high.

The Cleveland was off five minutes later
and was given a beautiful start by Mrs.
L. H. Treadwell, of that city, who was
one of the Cleveland aero party attending

City are known
and the St. Louis III
ed it.

IMPRESSIVE.

**At Away on Time
Accident.**

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Indianapolis.

Dr. Goethe Link
Irvin, assistant,
and she followed

the races. She liberated 100 toy balloons.
They clustered around the big balloon as
chicks around a hen only—all flew, and
went in a hurry. Their many colors and
the golden yellow of the Cleveland made
one of the most beautiful pictures of the
day. The Cleveland went higher and more
toward the city and the little balloons
were soon lost to sight. A. H. Morgan
was pilot and J. A. Wade, Jr., both of
Cleveland, were in the big balloon. The
Cleveland got away with only sixteen
bags of sand though she usually carries
forty.

Things were moving so rapidly that
Capt. T. S. Baldwin, pilot, and Charles
Walsh, assistant, came near getting the
big, transparent, white Hoosier away two
or three minutes ahead of time. They
started with more than forty bags of
sand, and as the balloon moved upward
and away the veteran Baldwin, standing
on her basket, waved his hand and
shouted through a megaphone: "Bet your
money on the Hoosier!" Walsh lost his
hat, which was the only mishap of the
day. The Hoosier took a low course,
moving off at about a half-mile altitude.

John Berry and Paul McCullough and
the chocolate colored University City
were off at 5:25. They were the last to
go. They received a noisy farewell from
the St. Louis Aero Club and the crowd.
The University City did not seem to be
as full as the others. She started high.

GREAT CROWD AT PARK.

**Roads Blocked and Thousands Unable
to Get In—Governor Arrives Late.**

Twelve thousand people paid to get into
the new Indianapolis Motor Speedway
Park, Saturday afternoon, to bid the nine
air pilots and their air craft farewell on
the first national aero event booked for
Indianapolis. Fully 20,000 people, several
thousand of whom would have paid to
get into the park if they could have
reached it, were in blockaded roads and
fields within a mile and a half of the
park.

The main roads—especially the Em-
merichsville pike—were blockaded with
buggies and autos as early as 2:30 o'clock,
and by 3 o'clock the blockade on the Em-
merichsville pike was complete for a mile
and a half east. Motor cars and buggies
were lined up on both sides of the pike.



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The main roads—especially the Emmerichsville pike—were blockaded with buggies and autos as early as 2:30 o'clock, and by 3 o'clock the blockade on the Emmerichsville pike was complete for a mile and a half east. Motor cars and buggies were lined up on both sides of the pike and a very narrow passageway between them was kept open for a time and vehicles were able to proceed through it at a snail's pace.

Governor and Mrs. Marshall and their guests who left the city at 3 o'clock, were caught in this jam of autos and vehicles. The Governor did not arrive at the Speedway in time to bid the three handi-cap racers the official farewell planned. By walking some distance, the Governor and his party reached the grounds a little

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after 4 o'clock, just in time to see the big Chicago soar into the air. Governor and Mrs. Marshall's guests were Mr. and Mrs. Will Elder and Mr. and Mrs. Meredith Nicholson.

Fail to Get in Grounds.

Many who reached the park on wheel, or on foot, also failed to get into the grounds because of defective entrance arrangements. Many went out with only 50 cents to spare and when they landed at the main entrance and found that only \$1 admissions were sold there and that it was a quarter of a mile walk to the nearest 50-cent entrance gate, they balked and drew up themselves or their buggies or autos in the nearby roads and contributed materially to the blockade that kept others from getting in.

Had all who wished reached the grounds and found entrance easy, probably 20,000 people would have paid admissions to see the balloons start. As it was, the paid attendance exceeded the expectations of Carl Fisher by several thousand. Even up to 2 o'clock, when only 3,500 people were in the grounds, he was dubious about the attendance being enough to meet the expenses. It was announced today, however, that the event financially was a great success and that both the Indianapolis people and the Aero Club of America made money. How much is not stated.

The racers in the two events paid their own expenses. All are wealthy men, several millionaires in their own right being among them. They paid \$25 entrance fees which were to be returned in event they made ascension, which all did. They were pursuing their favorite hobby—air riding, and the trophies offered in the two races and the Lahm cup were the rewards for aero sailing.

Trophies Contested For.

There were two trophies to be contested for in the big national race in which the New York, Indiana, Hoosier, Cleveland, St. Louis III and University City started. The first and most prized was the national

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ica for the one making the greatest dis-
tance record. The other was a beautifully
wrought large metal plaque showing the
flight of balloons in the clouds and was
offered by Carl Fisher for the balloon
making the longest flight in point of
hours. The qualifications for entrance to
this race were placed on gas capacity of
the balloons, the limitations being be-
tween 50,000 and 80,000 cubic feet.

The Chicago, with 110,000 cubic feet gas
capacity, the Indianapolis with 40,000 cubic
feet and the Ohio, with 35,000 cubic feet,
were ineligible for this contest, and their
owners were contestants for the two
handicap prizes. There were cups of-
fered by the Indianapolis Merchants' As-
sociation for distance and one by Carl
Fisher for time. The Chicago was laden
with extra weight in order to equalize the
conditions. Both of the handicap trophies
were won by R. J. Irwin and Dr. Goethe
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landed near West Moreland, Tenn., at 11 o'clock yesterday morning.

In addition to these prizes all qualified as competitors for the standing Lahm cup for long distances.

FIRST AERIAL LINE.

Dirigible Craft will be Started in France This Fall.

PARIS, June 7.—The French Aerial League has perfected plans for lines of dirigible balloons from Paris respectively to Nancy, Lyons, Pau and Rouen. Five dirigibles will be employed in this service. Their length will be between sixty and eighty meters. Two of them will have a capacity of 3,500 cubic meters, one of them 5,000 and two of 7,000 cubic meters. All of them will be capable of an average speed of fifty kilometers (thirty-one miles) an hour.

One of the dirigibles, which has been named Ville-Nancy, already has been constructed and the Paris-Nancy line, with a daily service in good weather, will be inaugurated in September. In this service stops will be made at Meaux and Rheims.

Henry Deutsch de la Meurthe, who offered the prize of \$20,000 which Santos Dumont won by circumnavigating the Eiffel tower in 1900, as well as many aeroplane prizes, has contributed a large sum to the enterprise. The government also is giving material aid with the object of having a practical aerial fleet.

ANOTHER RACE PLANNED.

Indianapolis to Have Big Affair at Speedway in September.

The big balloon race Saturday has started the aero fever in Indianapolis to such an extent that another big race has been planned. It will be held at the speedway about the middle of September. As many balloons as were entered in the Saturday start will be in it and in addition there will be races of dirigibles and also of aeroplanes. Carl Fisher has placed an order for a dirigible. An effort

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Flies in New Aeroplane.

HAMMONDSPORT, N. Y., June 7.—G. H. Curtiss made two successful flights of about two miles each here today with

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