

CHED FLOUR.

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for Today.

Indianapolis News.]

June 9.—No bleached
in interstate com-
the six months' time
partment of agricul-
lay.

information obtained by
investigations last
week held in this city
by means of
which it was ascer-
tained to be an adul-
teration of the
The department of the
at the time the
that no action
six months and this

TO HAVE RACK AGAIN

PETITION FOR ORDER.

WOMEN AWARDED

Indianapolis News.]

June 9.—Judge
to issue a tem-
per asked by the
rebuilding of the
courthouse. The
on the ground that

CONCEDE PRIZES TO OTHER BALLOONISTS

Fisher and Bumbaugh Will
Not Press the Indiana's
Claim.

UNIVERSITY CITY MAY WIN

Flight to Lookout Mountain Probably
Takes National Trophy—New York
Wins Duration Contest.

BULLETIN.

NEW YORK, June 9, 3 p. m.—An-
nouncement of the winner of the Indi-
anapolis balloon contest will be made
the last of the week. The New York
and University City are so close that
special measurements will have to be
made.

Carl Fisher and G. L. Bumbaugh, pilot
and assistant of the balloon Indiana, to-
day conceded time and distance prizes to
other contestants in the national balloon
race that started from Indianapolis Sat-
urday.



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to issue a tem-
der asked by the
rebuilding of the
courthouse. The

on the ground that
nuisance and a men-
decision means the
in giving his deci-

ecture was designed
and the courthouse
on the grounds of
it would not be
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If not a nuisance
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the Case.

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ASE IS NOT
NDHOG CASE

and University City are so close that
special measurements will have to be
made.

Carl Fisher and G. L. Bumbaugh, pilot
and assistant of the balloon Indiana, to-
day conceded time and distance prizes to
other contestants in the national balloon
race that started from Indianapolis Sat-
urday.

Though they made a flight of 48½ hours,
they practically admit in a telegram re-
ceived from them at Louisville at noon,
that their two landings in Tennessee dis-
qualified them. They foresaw a contest
and headed it off in this manner.

With the Indiana thus out of consider-
ation, the American duration flight of for-
ty-four hours, made by Alfred LeBlanc in
the St. Louis races in 1907 still stands,
and the winners of the national race are
decided.

The balloon University City, of St. Louis,
James Berry pilot and Paul McCullough
assistant, which landed on Freestone peak
of Lookout mountain at 8 o'clock Sunday
night, won the Aero Club of America's
trophy for distance. Freestone peak is
between 365 and 370 miles from Indiana-
polis.

The balloon New York, of New York
city, A Holland Forbes pilot and Clifford
Harmon assistant, won the duration
trophy offered by Carl Fisher. The New
York was in flight 35 hours and 10 min-
utes, landing near Corinth, Miss., which is
ten to fifteen miles nearer Indianapolis
than Freestone peak.

Concede Both Prizes.

In their telegram from Louisville, in
which they concede the duration records
to other contestants, Fisher and Bum-
baugh say:

The Indiana's water cans had con-
tained oil and this made our water
unfit to drink. At Schackle Island,
Tenn., we came down Sunday even-
ing for water. It was brought to us
from a spring. We emptied out old
water and put in the fresh, but this
became tainted in a few hours. We
came down at Island City Monday
morning and got fresh water regard-
less of being disqualified. We rested
the balloon on crossties and it did not
touch the earth. The rule that a
balloon must not land is very foolish,
as a contestant loses from three to five
bags of sand in making a landing.
Especially under such circumstances
as we had at Schackle Island.



In defer-
the matter of
fact that the V
Dolliver declar

STREET CAR
FIRE LO

PAINT DEPAR
TION CO.'S P

DOG CASE

WHEN THERE
BE TWO.

D FOR POLICE

which the police de-
investigating has
into confusion and
tion was clearly a
dog case was not

all because there
groundhogs when
ere was only one.
s belonged to Hay-
rth Senate avenue.
ation was in full
dog appeared in a
le Park without the
ce. When they did
on became so com-
ective instinct of
s on the force was

the police yester-
ey look for his pet.
andered away from
was last seen en-
and Paul cathedral,
et.

House.
t Sunday morning
in the screen door
Eckels, at Twenty-
ay boulevard, fac-
t was not known
at made the hole.

ge animal crept out
the parlor of the
ousewife was badly
r dog catcher, who
hberhood, and, as
le, the dog catcher
manner he catches
cher, it is not

the balloon on cross-ties and it did not
touch the earth. The rule that a
balloon must not land is very foolish,
as a contestant loses from three to five
bags of sand in making a landing.
Especially under such circumstances
as we had at Schackle Island after ten
hours above the clouds in a tempera-
ture of 110 degrees, water looked bet-
ter to us than prizes. We concede
without any argument time and dis-
tance prizes to the other contestants.
We are stopping in Louisville for
automobile race today, leaving for In-
dianapolis at 7 o'clock this evening."

Had an Exciting Time.

Fisher and Bumbaugh in their remark-
able flight in the Indiana had the most
exciting time yet reported. They were not
only the target for riflemen from the
time they struck Brown county, Indiana,
until they came down in Tennessee, 275
miles from Indianapo'is, but the whirl-
wind currents of the Cumberland river
valley toyed with them in such a manner
as to make their hair stand on end.

A special telegram from Fisher, who
left Nashville, Tenn., this morning, says:
"Near Nashville we had the most thrill-
ing experience of the trip, and Bumbaugh
says that in over one hundred trips he
never before had such an experience, and
has only read of one. There seems to be
a general current of air over the Cum-
berland river, which in some peculiar
manner is affected by the currents from
over the mountains. At any rate, while
sailing along at eight hundred feet, just
after fixing up for our night ride, our
balloon commenced to spin around and
ascend very rapidly. We shot up to
fourteen thousand feet, and were almost
frozen stiff. Bumbaugh was unable to
figure it out, and it was certain death to
use the valve to stop upward flight.
White vapor gas poured out of the ap-
pendix and things looked serious.

Finally Opens Valve.

"At last, at 16,800 feet, Bumbaugh
opened the valve to prevent the bag from
bursting, but up she went and then we
opened the valve more which seemed to
help some. Then we began to descend
very slowly. We expected to use all our
ballast to break the fall, but it was not
necessary as we rode down on the outer
edge of the whirlpool without the dump-
ing of an ounce of ballast.

"We had come down to about eight hun-
dred feet when up we shot again to a
height almost equal to that of the first

PAINT DEPAR
TION CO.'S

NARROW ESC

Fifteen cars, Inc
were destroyed in
paint department
Terminal Compan
ington street, op
about 4 o'clock
is estimated at cl
Insurance.

The paint depa
story building ab
it was a part of
and repair system
with the power pl
part burned was
joined other buld
ington street. On
paint department
of them was T. H.
car No. 47 of the
to be worth about
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tern. In the bu
double truck car
the Irvington lin
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them being repa
There was little s
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and in nearly ev
gear and motors
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the plant.

Fire Wa

A more complete
imagined. That t
to the other build
of the cars were
fire walls, with w
equipped. The or
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call to fire headq
a fire in the plac

made the hole. The animal crept out in the parlor of the housewife was badly a dog catcher, who neighborhood, and, as the dog catcher in manner he catches a catcher did not know it was and he put over the top. When that evening he came at the strange animal a fox or wolf and for the disappearance in the neighborhood wish to take any animal gnawing its way at his gun and fired there was not a thing from it.

skinned. The animal was skinned and was tacked on the wall. Every one in the neighborhood at the hide and their neighbors expressed other ideas it was a man. When one of the neighbors that Calverton he slapped the riddle to his own and he was confident the Eckels' home and he would identify it. He would have lost made a wager that Calverton's groundhog would have lost and any one offered looked like a "dead rattle" that the Eckels' groundhog. In fact it was a groundhog belonged to Calverton.

surprised. The animal coming to life, at Calverton walked into position a groundhog rest. He was the happiest he told the police that. The police appeared they scratched they saw that the animal was not the skin barn door. Calverton

help some. Then we began to descend very slowly. We expected to use all our ballast to break the fall, but it was not necessary as we rode down on the outer edge of the whirlpool without the dumping of an ounce of ballast.

"We had come down to about eight hundred feet when up we shot again to a height almost equal to that of the first phenomenal ascent. This made necessary the loss of more gas through the valve, but we finally descended a second time, only to rise two or three more times, but probably only to eight thousand feet."

Fisher and Bumbaugh stopped in Nashville last night and left there at 7:55 o'clock this morning for Louisville.

According to telegrams from Fisher to The News and from Bumbaugh to Mrs. Bumbaugh the two men, because of the rifle practice of mountaineers and the queer stunts that the air was playing with them, were not able to get any sleep until last night.

Fisher, in one of his telegrams, says the winds were very poor and that the Indiana only made headway at 12,000 feet, or two miles elevation. The heat at 10,000 to 12,000 feet at times was intense, as they were circling around for a day or so over Tennessee. At other times, when the balloon shot up in one of the whirlpool winds they reached altitudes that were freezing.

Win by Few Miles.

By all measurements, Berry and McCullough, in the University City, seem to have at least ten, and possibly fifteen, miles' margin over the New York, A. Holland Forbes, pilot, which landed near Corinth, Miss., Monday morning. The University City's flight probably will be officially recorded at 363 miles.

The University City not only made the greatest distance in the race, but also outclassed all others for speed.

It averaged just a shade under fourteen miles an hour, while the New York made only a shade over ten miles an hour.

The duration trophy which the New York wins is a beautiful metal plaque showing the balloons soaring among the clouds, and was offered by Carl G. Fisher.

The distance trophy, won by Berry, was offered by the Aero Club of America. It is a beautiful bronze piece mounted on ebony. It shows a great balloon being supported in flight by allegorical figures representing the elements of the air.

Not Thought to be in It.

The remarkable thing about the race is

to the other buildings of the cars were fire walls, with fire equipped. The cars known. The first call to fire headed a fire in the plant some one pulled. The No. 6 company street was on fire, the box alarm company that was Washington street the plant. When the houses reached the flames shooting. A second box alarm before all the fire arrived, and it was eight hose companies the fire.

Rapid Spread.

The fact that there were one-story firemen to work roofs, but they had the start. The plant with inflammable materials painted cars in the flames. The heat on roof began to fall after the firemen from hose companies escape, and one injured when the back from the building.

Captain Swigge Reilly, Tom Hann members of the company their hose line. I point to fight the immediately behind wished to keep the section. While there a group a section men found themselves lives. Barnes was heavy timber and to death had his rescue. The firemen Barnes was dragged then outside.

Only Silly.

Barnes was on after a time he

ers expressed other
aid it was a man-
When one of the
evening that Cal-
groundhog he slapped
the riddle to his own
d he was confident
he Eckels' home and
he would identify
pet.
he would have lost
made a wager that
o Calvert's ground-
e would have lost
d any one offered
looked like a "dead
h" that the Eckels
ert's groundhog. In
it was a ground-
in belonged to Cal-

Puzzled.
d coming to life, at
vert walked into po-
h a groundhog rest-
He was the happiest
n he told the police
et. The police ap-
and they scratched
they saw that the
nd was not the skin
barn door. Calvert
he had his pet put-
he floor and playing
mber of boys caught
lay and on Monday
re keeper in Massa-
a "ginney," which
nt of money. The
rt was satisfactory
he police when their
he skin on Eckel's

of Dartmouth.
June 8.—Professor
of Columbia univer-
president of Dart-

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ebony. It shows a great balloon being
supported in flight by allegorical figures
representing the elements of the air.

Not Thought to be in It.

The remarkable thing about the race is
that the winner, the University City, was
all but regarded as out before the race
started. It did not arrive on the ground
until all of the others were filling and
Berry, having little assistance, spent most
of Friday night and Saturday up to time
of flight filling the bag. When it got
away it seemed smaller and older than
any of the others and the pilot was not
only worn out but the balloon itself did
not seem to be nearly so full of gas as
any of the other eight that departed
earlier. The under side of the balloon
was so slack that it was pressed up by
the air.

The University City made the least im-

Continued on Page Three.

the start. The pa-
with inflammable
painted cars in the
flames. The head-
roof began to fall
after the firemen
from hose compa-
escape, and one
jured when the
back from the
building.

Captain Swigg
Reilly, Tom Han-
members of the
their hose line.
point to fight the
immediately be-
wished to keep the
section. While the
a group a section
men found them-
lives. Barnes was
heavy timber and
to death had his
rescue. The fire-
Barnes was dra-
then outside.

Only S

Barnes was on
after a time he
work. The compa-
of the oil house
stored a large quan-
fire fighters never
the flames from a
trol. Finally even
the paint depart-
away and there
building except the
debris.

The fight with
than an hour be-
confident the fire-
other sections of
tinued to throw
hours, however, a

Continued

UNDER THE FIRE



CARS DESTROYED.

CONCEDE PRIZES TO OTHER BALLOONISTS

Continued from Page One.

pressive get-away of any of the nine and the people, intent on getting back to the city, did not tarry long to see it start on its winning flight.

The fact that the balloon was the last to get away, however, seems to have been greatly to its advantage. The pilot, James Berry, had noticed that the others were not making good time, and, according to statements made by him in St. Louis, last night, he decided to try for other currents.

"I went high and I caught a fast current. I passed all of the others, except the New York, rapidly," he said.

Carried Small Basket.

One of the things that made the University City less impressive than the others possibly was the fact that its basket was very small. It was only three feet wide, four feet long and a little over three feet high. The balloon started with twenty-six bags of sand, which was a much smaller amount than the other leaders in the race carried, and when the balloon landed, twenty-six hours and thirty-five minutes later, on Lookout mountain, Berry says he still had enough ballast to go thirty-six hours. He was, however, being carried back to the north. "If I had landed some hours before I would have been fifty miles farther from Indianapolis," said Berry. The New York, which had started down over Alabama and been seen at Birmingham, also was headed back when Forbes decided to land.

Oldest Balloon in Race.

The University City was also the oldest

CARS DESTROYED; THE LOSS IS \$50,000

Continued from Page One.

Last company took up its hose

at Railway's Insurance.

is the list of Indianapolis
Terminal Company insurance,
the Gregory & Appel agency:
\$30,000; Citizens' of Missouri,
New York Underwriters, \$100,000;
German, \$70,000; Continental,
Person, \$15,000; City of New
Spring Garden, \$20,000; Michi-
Commercial, \$30,000; Boston, \$30,000;
\$5,000; Germania, \$12,500;
\$5,000; Home, \$100,000;
\$25,000; Commercial Union,
Phoenix, \$50,000; German Alliance,
Mannia, \$10,000; Girard, \$10,000;
\$10,000; Old Colony, \$10,000; Amer-
Jersey, \$10,000; Springfield,
son, \$5,000; German Alliance,
val, \$10,000; Agricultural,
Phoenix, \$10,000; Spring-
Royal Exchange, \$10,000;
\$10,000; Caledonian, \$10,000;
\$500; British America, \$12,500;
sh, \$45,000; New Hampshire,
n, \$12,500; Springfield, \$50,000;
Virginia State, \$10,000; Aachen,
\$12,500; Commercial Union,
nt, \$10,000; Camden, \$10,000;
d Mechanics, \$10,000; Queen,
rican Central, \$15,000; Atlas,
a, \$50,000; German American,
rth British, \$20,000; Globe
gers, \$25,000; Germania,
\$10,000; Newark, \$10,000;
\$10,000; Royal, \$15,000;
\$10,000; Germania, \$10,000; Prus-
al, \$29,925; Georgia Home,
ver, \$12,500; Hartford, \$20,000;
\$10,000; Franklin, \$15,000; Con-
\$10,000; National Union, \$75,000;
Mechanics, \$15,000; Royal
\$10,000; Fireman's Fund,
re Association, \$15,000;

seen at Birmingham, also was headed
back when Forbes decided to land.

Oldest Balloon in Race.

The University City was also the oldest
balloon in the race. It was built by H.
E. Honeywell, a St. Louis man, who was
assistant in the St. Louis III in the race
this week. The balloon had been under
fire before this trip, having on a flight
from St. Louis, when owned by Honey-
well and Lambert, got into the Georgia
squirrel rifle belt. It also narrowly
missed destruction by a forest fire.
Lambert and Honeywell discarded the
balloon for the St. Louis III. Berry
bought it, changed the name from Yan-
kee to University City, and, as fate
would have it, sailed it over and far
away from the balloon for which the
University City had been cast aside.

It seems that the two men, Forbes and
Berry, who broke for the highest currents
at the start, made the best calculations,
though Forbes expected that at two to
four miles altitude he would get a current
that would carry him east. Instead, he
went west of south, while Berry went east
of south.

Wishes Charges Investigated.

Fisher has already demanded of the
Aero Club of America an investigation of
the charge made by Leo Stevens that the
two balloons of his manufacture, the Ohio
and the Cleveland, both of which came
down forty miles south of Indianapolis,
were supplied with inferior gas and were
tampered with.

Stevens first attributed their poor show-
ing to inferior gas, asserting both bal-
loons were last to fill. As luck would
have it, the University City was the last
to fill, and the Indianapolis, which won
both of the handicap trophies, filled from
the same pipe and at the same time that
the Ohio filled.

Later Stevens began to intimate that
the two balloons had been tampered with.
Morgan and Wade, owners of the Cleve-
land, said the gas was all right, and they
attributed their poor showing to defects
in the seams of the balloon, and have
shipped it back to Stevens.

All of the aeronauts that participated in
the Indianapolis races are loud in their
praises of the management and the gas
service given. The buoyancy of the gas
was proved by the Indiana's flight,
whether she is disqualified or not, while
Berry insists that he could have kept

gers, \$25,000; Germania, \$10,000; Prus-
 al, \$20,925; Georgia Home,
 over, \$2,500; Hartford, \$30,000;
 Franklin, \$15,000; Con-
 0,000; National Union, \$75,000;
 Mechanics, \$15,000; Royal
 \$10,000; Fireman's Fund,
 Fire Association, \$15,000;
 North America, \$25,000; Nor-
 \$50,000; Palatine, \$20,000; Ger-
 ce, \$20,000; Northern, \$62,500;
 Fireman's Fund, \$17,500; Hart-
 Michigan F. and M., \$10,000;
 London and Globe, \$40,000; Scot-
 and National, \$15,000.

Y ASKS LOWER TAXES

Business Under Local Op- Board of Review Action.

n, if local option should win
 ty, I won't be back here next
 Joseph C. Schaf, president of
 an Brewing Company, to the
 ed of review yesterday after-
 he had been questioned as to
 f his brewing property.

the brewing company's busi-
 llen off 30 per cent. in the last
 and he wished the board to
 property valuation \$10,000 be-
 uation made last year, which

As the real estate valuation
 merican Brewing Company
 o about \$61,000 the board did
 could allow very much on ac-
 e depreciation of the business.
 consented to reduce the valua-
 extent of \$1,920, making the
 ed for this year \$70,780. Other
 npanies wishing to have their
 reduced on account of the
 agitation will probably meet a
 nce, as the real estate values
 erty, which make up the bulk,
 y not be reduced.

ing are corporation valuations
 board up to date:

	1909.	1908.
Engineering Co.....	\$ 500	\$ 500
Corporation	500	500
it and Appraisal...	500	500
ed Aluminum works	8,980	8,650
Mfg. Co.....	6,000	6,000
Co.....	17,500	22,000
Life Ins. Co.....	181,850	181,850
tion Co.....	5,000	None

land, said the gas was all right, and they
 attributed their poor showing to defects
 in the seams of the balloon, and have
 shipped it back to Stevens.

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 praises of the management and the gas
 service given. The buoyancy of the gas
 was proved by the Indiana's flight,
 whether she is disqualified or not, while
 Berry insists that he could have kept
 going thirty-six hours longer if the winds
 had been right.

Had strong winds been prevailing in
 one direction the balloons probably would
 have made new distance records.

Peer Balloon Event.

The Indianapolis event goes into history
 as being the peer of any balloon event yet
 held in this country and the largest purely
 American contest. Only nine balloons, the
 same number that were in the races here,
 were entered in the big international
 races at St. Louis in 1907. The plans, how-
 ever, are to make the big September race
 even a greater one than the one just com-
 pleted. Indianapolis will become the aero
 center of the country for 1909 at least.

The management and starting of the
 balloons Saturday is pronounced by all
 experts to be perfect. Every balloon got
 away on time, and each of the six in the
 national race was released within five
 minutes of one another and just on the
 second.

The Europeans have not been able to
 get their balloons away on the dot of a
 five-minute schedule and this feature of
 American racing causes great admira-
 tion in the lands where aero fever is
 especially pronounced.

PLEASED WITH TRIP.

Dr. Goethe Link, However, Aspires to be Surgeon Rather Than Aeronaut.

Dr. Goethe Link, pilot of the handicap
 balloon race winner, the Indianapolis,
 says he does not desire to become known
 as an aeronaut. "I do not intend to take
 up ballooning seriously," he said today.
 "It is simply a form of sport and pleas-
 ure that appeals to me. It also is a
 branch of modern science that is equally
 appealing. I know of nothing that is so
 interesting as the study of the action of
 gases, and of the great elements above
 us. That is the twentieth century game
 of ballooning which has gone far beyond

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Life Ins. Co.....	181,850	181,850
tion Co.....	5,000	None
Co.....	17,000	20,000
Co.....	70,780	72,700
.....	1,000	3,000
I Co.....	33,650	30,000
Co.....	78,570	90,000
ng Co.....	2,000	2,000
ity Co.....	500	500
and Mfg. Co.....	710	New
tock Ins. Co.....	50,000	New
M. & Co.....	40,000	40,000
man Lumber Co...	900	900
ld & Supply Co...	6,000	New
Co.....	17,200	17,500
ed Water Co.....	7,000	7,000
Car Co.....	30,000	30,000
ut. Fire Ins. Co...	850	500
Mfg. Fire Ins....	30,290	10,000
anufacturer Mü-		
Insurance.....	600	1,700
iddle and Feit Co.	25,000	25,000
trong Co.....	11,000	13,100
e and Cold Stor-		
.....	34,550	34,550
undry Co.....	3,200	3,200
Building Co.....	300	New

minutes of one another and just on the second.

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Dr. Goethe Link, However, Aspires to be Surgeon Rather Than Aeronaut.

Dr. Goethe Link, pilot of the handicap balloon race winner, the Indianapolis, says he does not desire to become known as an aeronaut. "I do not intend to take up ballooning seriously," he said today. "It is simply a form of sport and pleasure that appeals to me. It also is a branch of modern science that is equally appealing. I know of nothing that is so interesting as the study of the action of gases, and of the great elements above us. That is the twentieth century game of ballooning which has gone far beyond the sideshow parachute jumping stage, and is now a branch of science.

"I do not know that I or my partner, J. R. Irvin, shall be in the September races. Probably I shall not, as I aspire to be a surgeon instead of an aeronaut. The success of the Indianapolis I attribute largely to Major Hershey, of the United States weather bureau service, and to my assistant and partner, Irvin. The Indianapolis, too, is as good a balloon of her size as was ever built. Irvin and I worked in perfect harmony and followed out carefully the pointers that Hershey had given us in a talk Friday night.

Gives Hershey Credit.

"He opened up many scientific matters that had been mysteries to us and we were able to utilize all of this instruction the next day. He is the greatest aero

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scientist in America today and to him I desire to give full credit. Likewise we are indebted for good buoyant gas.

"As for ourselves we did our part chiefly by saving every ounce of ballast possible. Seeing we were bound south and would not need the life preservers, Irvin cut them up into ounce pieces and we dropped an ounce at a time when we needed to lighten. We discarded every thing else in the same manner and hus- banded all of our resources. We had four bags of sand when we landed and could have continued on for many hours more, but there was nothing but long stretches of timber and mountains ahead and we saw a good place to land near a railroad.

"Just before we did come down we had one of the most beautiful sights I have ever seen. We went up almost two and one-half miles, and below us were beautiful white clouds. Then we came down through these and saw the irregular green hills of Tennessee. We literally dropped from clouds two miles high and it is not strange that some illiterate backwoods people thought the Indianapolis was a di- vine caller.

"I can not figure out, however, why some of these same people wanted to fill the balloon full of holes or why they were afraid to take hold of it when it was down.

"Everybody owns a rifle down there, and it seems that practically all of the balloons that sailed over Kentucky and Tennessee were shot at. The people, be- long to the Daniel Boone school of shoot- ers there, and one of the men who helped us told me he had killed twenty-seven squirrels the day before. Of course he shot them through their eyes. All wanted our sandbags for hunting sacks, and we left some behind with people who helped us."

FINDS CUT IN BALLOON.

Leo Stevens Insists Balloon Made by Him was Tampered With.

NEW YORK, June 9.—A four-inch cut in the Wade-Morgan balloon, made with the knife of some malefactor, was the reason why the Cleveland aeronauts voy- aged so short a distance in the national balloon race from Indianapolis, accord- ing to Leo Stevens, 20 Ninth avenue, who constructed the balloon. After their

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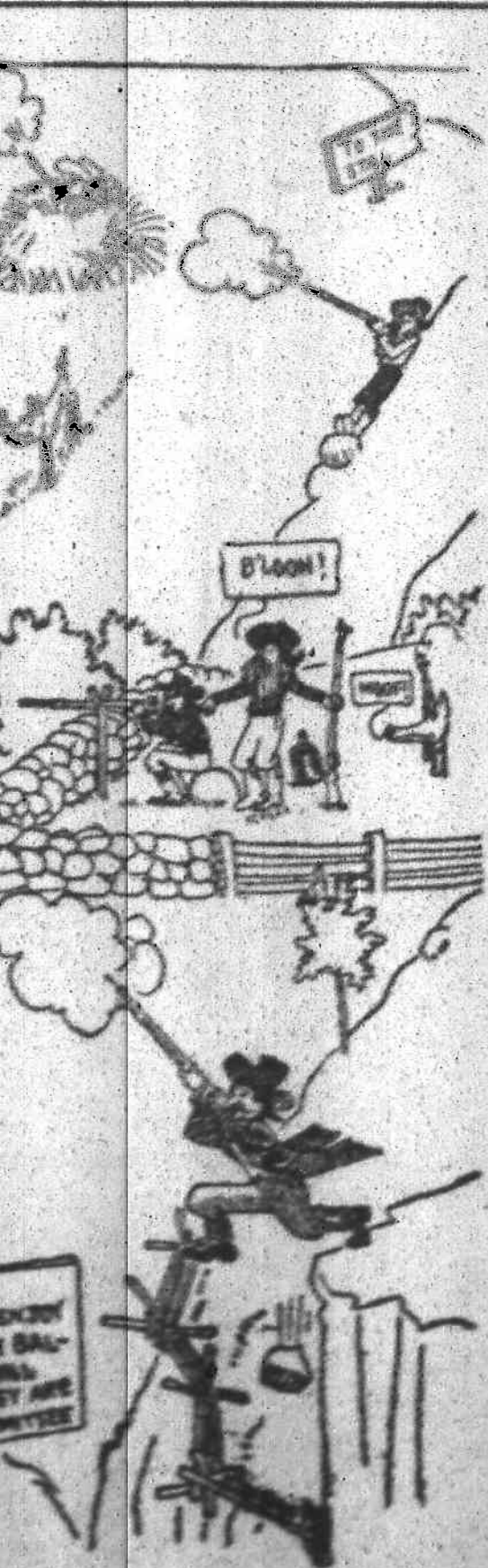
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—Chicago Record-Herald.

hills of Tennessee. We literally dropped from clouds two miles high and it is not strange that some illiterate backwoods people thought the Indianapolis was a divine caller.

"I can not figure out, however, why some of these same people wanted to fill the balloon full of holes or why they were afraid to take hold of it when it was down.

"Everybody owns a rifle down there, and it seems that practically all of the balloons that sailed over Kentucky and Tennessee were shot at. The people belong to the Daniel Boone school of shooters there, and one of the men who helped us told me he had killed twenty-seven squirrels the day before. Of course he shot them through their eyes. All wanted our sandbags for hunting sacks, and we left some behind with people who helped us."

FINDS CUT IN BALLOON.

Leo Stevens Insists Balloon Made by Him was Tampered With.

NEW YORK, June 2.—A four-inch cut in the Wade-Morgan balloon, made with the knife of some malefactor, was the reason why the Cleveland aeronauts voyaged so short a distance in the national balloon race from Indianapolis, according to Leo Stevens, 282 Ninth avenue, who constructed the balloon. After their descent, Wade and Morgan shipped the balloon to Stevens. He examined it at his shop today and found the cut.

"The damage was done by somebody who knew about the construction of balloons," said Stevens. "for the cut was under what is called the 'dipping panel,' where it could not be seen, and only some one who knew just how to get at that spot could have done the mischief. This place is about twenty feet down from the top of the balloon, where the gas pressure is very heavy and, of course, the escape was great.

"I am placing an advertisement in the next issue of Aeronautics," said Stevens, "offering \$1,000 reward for the arrest and

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act, and I hope to be able to bring them
to justice."

No Novelty in Brown County.

[Special to The Indianapolis News.]

NASHVILLE, Ind., June 9.—Brown
county is becoming a favorite landing
place for balloons. The Ohio not only
landed in its center and the Cleveland
near the Brown-Bartholomew county line,
but two weeks ago the Wanderer, a bal-
loon from Cincinnati, landed in "the
Brown county mountains." The people in
the hills are becoming accustomed to see-
ing balloons drop out of the sky.

Not the First Balloon.

[Special to The Indianapolis News.]

COLUMBUS, Ind., June 9.—The Cleve-
land, which landed in this county, is not
the first one to start from Indianapolis
and drop here. On July 4, 1876, Nicholas
Ruckle, who was then sheriff of Marion
county, made a balloon ascension in Indi-
anapolis and a few hours later landed on
the same Dowell hill, eight miles west of
Columbus, that the Cleveland settled on,
and within one hundred yards of where
the Cleveland settled.

PASSENGER TESTIFIES THAT HE WARNED MOTORMAN

Says He Pointed Out Baby on Track
—Motorman Testified He Did
Not See It in Time.

J. H. Thompson, of Marion, Ind., a
passenger on the Indiana Union Trac-
tion car which killed little Iris Thompson,
a toddling baby, at Lawrence, last Sat-
urday afternoon, and who wrote to Cor-
ner Blackwell censuring the motorman,
came to Indianapolis today and testified
in the case. He said he was standing
in the car just behind the motorman
and that he called the motorman's atten-
tion to the child when the little one
got on the track far down the line. He
said the motorman sounded his whistle
until within a short distance of the baby,
when it was too late to avoid the acci-
dent. The witness said he was not

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