

Instructions.



INFLATED BALLOONS AWAIT RACE SIGNAL

Pilots for National Event Work
After Dark Preparing Cloud
Crafts for Flight.

ROADS IN SKY ARE VITAL

Invisible Paths in Heavens Deter-
mine Success as Much as
Highways on Earth.

Time of Ascensions: Directions of Flight

WILL FLY TOWARD EAST.

The weather indications point to a wind from the west that will carry the contestants in the national balloon race toward the east this afternoon.

While the indications look encouraging, the experts declare that there may be some variations before this afternoon, but they are not expected.

ORDER OF ASCENSION.

The hand leap will start at 8:45 o'clock.

NATIONAL RACE.

- Forbes at 5 o'clock.
- Fisher at 5:05 o'clock.
- Lambert at 5:10 o'clock.
- Morgan at 5:15 o'clock.
- Walsh at 5:20 o'clock.
- Berry at 5:25 o'clock.



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ORDER OF ASCENSION.

The handicap will start at 3:45 o'clock.

NATIONAL RACE.

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Fisher at 5:05 o'clock.

Lambert at 5:10 o'clock.

Morgan at 5:15 o'clock.

Walsh at 5:20 o'clock.

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**C. J. EDWARDS,
New York.**

FFS AT SEA SICKNESS

S HARMONY WILL PREVENT

**THERAPEUTIC LECTURER ADMONISHES
TRAVELERS, IN EVENT OF VOYAGE,
NOT TO LET BODY SWAY WITH
MOTION OF SHIP.**

Dr. Weltmer of Nevada, Mo., prominent as a lecturer on therapeutics, was chief speaker at last night's session of the Indiana Association of Suggestive Therapeutics and kept his audience interested with stories of marvelous cures.

At the close of his lecture he devoted to answering questions. He discussed the theory of sea sickness and said no one need be troubled because of the rocking of a ship. He was granted that his audience would be on a trip abroad, and gave them hints as to how to prevent sickness. He said: "Make up your mind that you can

Nine big gas bags are tugging at their guy ropes at the Motor Speedway as though eager for their leap heavenward in the national balloon race this afternoon.

Every aeronaut who will strive for the national prize and honor has arrived. The officials were on the grounds also yesterday.

Charles J. Edwards of New York, who, with Allen Hawley, will have charge of the preliminary work, arrived yesterday and went direct to the speedway. His words of praise for the race course and the complete preparations for aerial flights were those that have been uttered by every visitor.

Charles J. Glidden of Boston, who is the official time keeper, also arrived yesterday. Being an automobile man of international fame as the donor of the Glidden tour trophy, as well as an aeronaut, the Hoosier speedway was a glorious sight to the Easterner. "It excels even the press agent stories," remarked Glidden as he viewed the race course and balloon grounds.

The four St. Louis contestants arrived yesterday, went direct to the grounds and

Weltmer of Nevada, Mo., prominent lecturer on therapeutics, was the speaker at last night's session of the Indiana Association of Suggestive Therapeutics and kept his audience interested with stories of marvelous cures. In the course of his lecture he devoted to answering questions. He discussed the theory of sickness and said no one need be sick because of the rocking of a ship. He said he was granted that his audience would go on a trip abroad, and gave them hints on how to prevent sickness. "Don't make up your mind that you can change the movements of the ship," he said. "Then put yourself in harmony with the ship. Relax yourself and let your body sway with the swaying of the ship. You will not be sick." He said it was easy to go to sleep, for it is necessary "to keep out of your mind any thought that involves the use of your body."

Old Age From Worry.

Lida W. Hazlett of Richmond said old age and gray hairs come with worry and fretting. She said she did not grow old and did not frown at vexations. "Twenty-eight years ago," she said, "I was ten years older than I do now. I was a nervous, if you want to keep your good nature sweeten your disposition." The principal feature of yesterday's session was an address by S. W. Weltmer, a prominent lecturer. He talked on the question of organization. He urged members to keep peace with all the medical professions. "Investigate all schools of medicine—investigate everything," he said, "and then do the best you can find that will help you in the work of healing." Tomorrow morning the association will hold a business session and this afternoon will adjourn.

NEW YORK SUBWAYS AND TUNNELS TO BE JOINED

City Terminals on Jersey Shore Will Connect With Underground Local Lines.

NEW YORK, June 4. — Underground lines of the Hudson River tunnel system will be joined to the city's subway and with the New York Central and New Haven railroad system was practically assured today by the Board of Estimate and Apportionment granted the Hudson & Manhattan Railroad Company's application for a franchise to extend its Sixth avenue tunnel northward from Thirty-third street to the Grand Central Station at Forty-second and Park avenue. The Hudson

every visitor.

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The four St. Louis contestants arrived yesterday, went direct to the grounds and began preparations for the race. They are John Berry and Paul McCullough, with the University City, and Albert B. Lambert and H. E. Honeywell, with the St. Louis III.

Garbed in characteristic uniforms, the pilots of the sky were busy all yesterday afternoon and late in the night inflating the cloud racers and preparing the equipments in the baskets.

The speedway presented a busy sight as the soldiers of the air armed themselves for the battle against distance and time. Every invention of science and experience is being provided to aid in the flights. Officials of the Aero Club of America rushed here and there answering questions, giving instructions and planning for the start this afternoon.

Balloons of various sizes and colors have sprung from the green grass carpet of the speedway and from a distance present an inspiring view. Dark brown, pure white and different shades of brown and yellow furnish the clew to the identity of the crafts. Before the race starts this afternoon, however, every vessel will be decorated with large flags and pennants.

Guards Protect Balloons.

Every balloon is in perfect condition, having run the risk of damage in shipment successfully. Guards were stationed around the big bags all night to protect them as the gas poured in a continuous stream into the necks of the several vessels.

The all-absorbing question now with both participant and spectators as well as millions the country over is the direction the wind will carry the racers.

Maj. H. B. Hersey, the United States weather expert from Washington, and W. T. Blythe, the local official, spent all day yesterday making a study of the indications. Special telegram reports were received until late in the night from Cleveland, Columbus and Toledo.

The value of an understanding of the weather conditions on the part of a pilot can not be overestimated according to Hersey. "The wind is the motor for this kind of a balloon," he said, "and as in the case of an automobile the driver should know all about his motor power."

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nnels as thus extended will afford
connections between the great
terminals on the New Jersey side
Hudson and the important railroad
and underground traffic routes on
an Island. William McAdoo, head
Hudson & Manhattan system, said
that his company expected to be
g passengers from Forty-second
New Jersey within two years.

KEY MYSTERY UNSOLVED.

**Police Arrest Suspect, but Later
Release Him.**

CHICAGO, June 4.—The police today
no progress in solving the mystery
ng the death of Dr. John T.
Sr. of Evansville, Ind., who was
eaded in his room at the Wellington
Wednesday. One man, who was
to have been heard telling an
e of the hotel of "easy money,"
eeted, but later was released.
body of Dr. Binkley was taken to
etown, Ill., his old home, for burial

Have You Found
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The pilots hope for a wind toward the northeast. This is what they desire near the surface, for if an ascension is made high enough it is said to be certain that an easterly wind will be found. There is danger from the loss of gas, however, in risking high exploring soars, and this often restrains the pilots from the attempt.

A wind direct to the east would carry the flyers to the ocean and thus cut short what might be a world record-breaking trip. With a breeze near the surface toward the northeast, the dream of all pilots, there is no limit to the distance possible. Every craft will be provided with both maps of the earth below and the air around and above.

As roads are the all-important thing to race events on the earth's roadways, this same factor is the key to successful races in the invisible paths of the sky.

Speculate on Winner.

Speculations as to who will win the long-distance glide honor are heard on every side. The world's record for the longest suspension in the air is held by a Swiss balloon, Helvetia, piloted by Col. Schaeck, having remained up for seventy-three hours at the James Gordon Bennett race in Germany Oct. 12 last year. It traveled 740 miles. The Pommern holds the United States honor, having traveled last year from St. Louis to New Jersey.

According to the preparations of some of the pilots who will rise and start their air crusade this afternoon all former records will disappear.

Over with his 110,000-foot capacity balloon, Schaeck looks well to travel a long distance. He is in the handicap race, but judges there are that he will give some of the racers in the national race a stiff run. He is out of this in