

SIX HUGE GAS BAGS FLY THE SKIES FOR PRIZE CUP

GOVERNOR HELD UP IN SPEEDWAY CRUSH

State's Executive Prevented From
Bidding Balloonists "God-
speed" in Race.

VEHICLES BLOCK THE ROAD

Great Crowd Jostles Over High-
ways and Across Lots, but
Keeps Good Nature.

Truly all roads led to the Indianapolis Speedway yesterday. Although the first balloon race was not scheduled until 3:45, shortly after noon people began journeying to the scene.

At 1 o'clock the road was thickly dotted with automobiles, carriages, buggies, in fact, conveyances of all kinds and descriptions. An hour later the road was black with conveyances. Still another hour, and it was practically impossible to reach the grounds by the main-traveled road. From the Emmerichsville bridge to the Speedway it was one long line of conveyances. They were drawn up not only along the road, but across the road and

CHEERS OF 40,000 FOLLOW BALLOONS

Immense Crowd Sees Start of
National Contest From Motor
Speedway.

WEATHER CONDITIONS IDEAL

Three Entrants in Handicap
Event Float Away Before
Headliners Appear.

Balloon Race Entrants, With Sand They Carried

HANDICAP.

Ohio—Dr. H. W. Thompson and J. Blake, 4 bags of sand.

Indianapolis—Dr. Goethe Link and J. Ervin, 5 bags of sand.

Chicago—C. A. Coey and Jack Bennett, 45 bags of sand.

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Governor Caught in Jam.

It was in this crush that Governor Marshall was caught, and instead of being on hand to wish the aeronauts good-speed, he had to content himself with admiring the last half of the ascensions. He reached the grounds after a long walk, just in time to see the third to the last balloon ascend.

It was a large crowd and a good-natured one. Women evinced every bit as deep an interest in the race as did men, and probably as many of them were present. One hundred and fifty soldiers were on hand, members of Battery A, First Indiana Artillery, under command of Capt. B. A. Tyndall, with twenty policemen to maintain order, but neither was needed. The soldiers found relaxation and amusement in helping get the balloons away, but the special officers were not so lucky. They remained at their posts on the fence and had to be content with seeing the balloons sail over them.

Veritable Auto Show.

In the crowd practically every automobile owner in Indianapolis was represented. If he was not present in person his car certainly had been pressed into service either by a relative or by a friend. All the cars were easily accommodated within the grounds, and the occupants either took seats in the grand stand or strolled about the grounds, watching the inflation of the balloons, the packing of the baskets with supplies, etc., and the hundred and other one little details necessary to a trip in the air.

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Indiana—Carl Fisher and Capt. G. L. Bumbaugh, 50 bags of sand.

St. Louis III—A. B. Lamber and H. E. Honeywell, 40 bags of sand.

Cleveland—A. H. Morgan and J. H. Wade, 21 bags of sand.

Hoosier—Capt. T. S. Baldwin and Charles Walsh, 36 bags of sand.

University City—John Berry and Paul McCollough, 40 bags of sand.

On the wings of a wind toward the southeast nine explorers of the untraveled paths of the sky started without mishap on the national balloon race yesterday afternoon. On scheduled time the three entrants in the handicap rose from the Motor Speedway and formed an advance guard across the heavens for the national record seekers, who followed soon.

More than 40,000 spectators cheered the aeronauts to the echo as they rose upward, armed with provisions to fight the elements of the clouds, and to protect themselves against hunger and thirst while flying thousands of feet above the friends who clung to them until the last second, bidding fond farewells.

The sky was clear, and the wind, which had changed from the predictions of the night before, was gentle. Veterans of the sport declared that a more ideal day and a better starting place than the Indianapolis site could not be found this side of Mars. The fame of this race course is now a matter of history, and the laurel of approval placed by the visitors from far and near will furnish food for comment without end.

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After all the balloons had disappeared the group of officials gathered together to discuss the success of the event. All are men of much experience in such events. Praise from such experts is valued highly and the words of congratulation uttered by the visiting officials were most complimentary. Charles J. Graham, of automobile trophy fame, was more than eager to voice his sentiments. "It's the greatest course on earth," he declared "and the words of congratulation uttered by the visiting officials were most complimentary. Charles J. Graham, of automobile trophy fame, was more than eager to voice his sentiments. "It's the greatest course on earth," he declared "and the words of congratulation uttered by the visiting officials were most complimentary."

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Only one fault can be found by the most pessimistic person—the crowded condition around the entrances which barred hundreds from gaining admission. The roads from all directions were walled in with eager men and women, while trees for miles around were alive with eager spectators. Housetops groaned under the weight of hundreds and the streets of the entire city were filled with anxious watchers. In fact the wheels of business and industry were forced to cease as the big gas bags drifted over the Hoosier capital en route to where? Time only will tell.

The flyers were nerve and determined as they left to risk everything in an endeavor to outscar their rivals.

Amid the strains of patriotic music from the Military Band and the cheering of the multitude, many of which were seeing their first cloud race, the Ohio started first in the handicap event. The uniformed and armed soldiers were lined to see the enthusiastic mob back as it surged around the basket of the Indian.

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There are three members of Company A, First Indiana Artillery, under command of Capt. B. A. Trenchell, with several privates in machine order, and another was drafted. The soldiers showed resistance and attempted to overpower the soldiers of the 1st Regt., but the special orders were not so taken. They remained at their posts on the fence and had to be content with seeing the soldiers all over them.

Variable Auto Drive

In the crowd practically every automobile owner in Indianapolis was represented. If he was not present in person his car certainly had been pressed into service either by a relative or by a friend. All the cars were easily accommodated within the grounds, and the occupants either took seats in the grand stand or strolled about the grounds, watching the inflation of the balloons, the packing of the baskets with supplies, etc., and the hundred and other one little details necessary to a trip in the air.

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It was the fear of several of the men that some of the contestants will risk too much in their endeavors to win the long distance race. Forbes, especially, is booked to sacrifice everything, even to food supplies. If it will help remain a little longer in the air.

First Will Be Easy.

"Will you drop messages often?" was a question that was asked Charles White in the New York Times. He started. White smiled and replied that he would do his

The Chicago Pipefit Local Union, which is a union of pipefitters, has been granted a license to operate the heating and air conditioning system in the building. The union is the only one of its kind in the city.

More than 40,000 spectators cheered the acrobats in the circle as they rose upward, armed with provisions to fight the elements of the clouds, and to protect themselves against hunger and thirst while flying thousands of feet above the friends who clung to them until the last second, bidding fond farewells.

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Amid the strains of patriotic music from the Military Band and the cheering of the multitude, many of which were seeing their first cloud race, the Ohio started first in the handicap event. The uniformed and armed soldiers were forced to drive the enthusiastic mob back as it surged around the basket of the initial starters.

Dr. W. H. Thompson of Salem, O., as pilot and J. Blake as aid left under the handicap only four bags of sand. Time and again Leo Stephens, who built this old balloon years ago, and who superintended the balancing of the craft, tried to start the flyers. With each bag of ballast that was sacrificed, the hopes of the aeronauts fell one degree. It was predicted that they would not be able to fly far because of the lack of "balloon fuel."

CONTINUED ON PAGE 2 COLUMN 2

be to keep the President
the party organization.

a Party Leader.

raft, he said, was the man
and it goes without saying
t leader of an American
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ad action in the party itself,
are manifested, whether in
at large, if only this inde-
at the party's progress and
and if it seeks in and
party to answer more per-
liberate and wise demands

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time the duty of any great
to create for his party a
and control."

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Roosevelt's Policies Alive.

Roosevelt policies Mr. Mac-
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that is partly because the
s his own way of arriving at
because other issues are now
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CONCLUDED FROM PAGE ONE.

best, but that he had to make readings
every five minutes, and with the necess-
ity of keeping a close watch on the prog-
ress of the bag, he feared he would not
have time.

This was news to many. But veterans
declare that a pilot is a busy man, and
that a balloon is no place for a drone.

Tonight is calculated to be the hardest
on the racers. They are excited, and the
strain of preparation will unarm them
from a rest. Once accustomed to the
sensations of being caged in a wicker
basket far from the earth, they will
settle down to "regular housekeeping"
and take life as it comes.

The soldiers were the last to leave the
Speedway just before dark last night. As
the clear call of "assembly" rang out on
the evening air, calling the armed guards
together, the last note of one of Indian-
apolis's greatest gala days was sounded.

Plan Other Races.

Promoters were busy yesterday before
the races interviewing the entrants and
tempting them with big offers to enter in
other big balloon events this summer.
Although none will be as pretensions as
the one witnessed here yesterday, they
promise to be interesting events.

The St. Louis Aero Club desires to
give a match race, either the latter part
of this month or the first of September.
Clifford B. Harmon and Leroy Taylor,
both of New York, have expressed their
intentions of entering this race. It is
probable that Morgan and Wade will
also enter. They will race for a trophy
and their expenses.

The first good estimate of the enor-
mous crowd was gained when the rush
for the gates began. Throbbing autom-
obiles by the hundred pushed their noses
together around the gates in what seemed
a mass impossible to untangle. Horses
pranced and danced among the machines,
unable to gain freedom. The trains were
crowded and the traction cars were filled
to overflowing, many seeking positions
on top of the cars.

LOUISVILLE PLANS RACES.

Fisher and Bumbaugh and Several Others
Promise to Enter.

The large delegation of aeronauts and
"air fans" from Louisville had other in-
terests in view than to watch the start
from the national race here yesterday.

They are seeking entrants for a race
which they desire to hold either the latter
part of July or the first of August.

"All afternoon every of
line brought carload after
the station, all of the passe
and even crazy to get to
at once. The crowd was a
what we expected that ou
not take them out of here

Bert Horton, who answe
from a box seat in the str
tween questions calls train
stood here when White City
when Ft. Harrison was open
the State Fair was on, but
a crowd like this one. I wa
in the air as any of those
went in the race."

E. J. JACOBY MASONIC

E. J. Jacoby, potentate of
ple, is being mentioned as
candidate for one of the offi-
perial Council of the Myst
North America, which conve
ville this week. A large
Indiana members will go c
leaving here at 8 o'clock ton-
ing. The train will include
two sleepers and one from
Ind.

City News in

Will Elect Officers—The La
R. P. C., will meet with Mr
Broadway, tomorrow aftern
will be elected.

Maccabees Card Party—Jew
of the Maccabees, will give
Friday afternoon at the Ma
216½ North Meridian street.

W. R. C. Entertainment—M
ert Anderson W. R. C. will
at the home of Mrs. Nellie
Congress avenue, Wednesday

Ladies' Auxillary Meeting
Auxillary to the Plumbers' a
Union will meet Tuesday at
home of Mrs. Ed Brady,
avenue.

To Give Card Party—Marl
738, K. and L. of Security, v
party at the I. O. O. F. Hall
ton avenue and Washington
day evening, June 16.

Actress Returns—Miss Eth
was with the "Talk of New
last season, has returned hor
summer with her parents,
Frank Swaim of 2409 Broadv

Will Entertain at Cards—S
Club will entertain at cards
noon and evening at St. Jo
hostesses will be Mrs. Dave
Emma Timmons and Mrs. M

New Thought Club Me

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of banking and currency, Mr.
aid that the President and
approaching the considera-
great reform, an indispensa-
with a keen and vivid interest
wholesome open mind. He
t much help was to be ex-
the monetary commission "of
or Aldrich is the hand and
n."

Eff for Middle West.

question of the tariff, Mr.
redicted that the revision
h that the people would ac-
main point was to satisfy
middle West. "But if they
e satisfied," he said, "then
estion will unfortunately not
e way, and we will not have
will not have a clear field
reform."

nd for tariff revision, he in-
ot for a radical and not for
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J. L. Gribble, president of the Louisville
Aero Club, is the leader in the movement.
He has already procured several entrants.
Among the list are A. H. Forbes of New
York, Carl Fisher and G. L. Bumbaugh of
this city, C. A. Coey of Chicago and Capt.
P. S. Hudson of Louisville.

LOUISVILLE SENDS DELEGATION.

The Louisville Aero Club sent a delega-
tion of enthusiasts to the balloon race
yesterday. Among these representatives
were Col. J. L. Gribble, J. L. Gribble Sr.,
Capt. P. S. Hudson, Col. John T.
Maccauley, Dr. P. G. Gribble and W. N.
Morrell. Several of them were ac-
companied by their wives.

Col. Gribble and Capt. Hudson are
veteran balloonists, the latter having the
record of sailing to a height of 29,000 feet.
The Kentuckians were enthusiastic last
night in their praise of the management
of yesterday's races.

WILL GIVE CONCERT RECITAL.

Pupils of Miss Bertha Meredith to Be
Heard at German House.

A concert recital will be given by pu-
pils of Miss Bertha Meredith at the Ger-
man House auditorium on Tuesday even-
ing. The following program will be ren-

Will Elect Officers—The La-
R. P. C. will meet with Mr.
Broadway, tomorrow after-
noon, and will elect officers.

Maccabee Card Party—Jew-
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hostesses will be Mrs. Dave
Emma Timmons and Mrs. M-

New Thought Club Meet-
Thought Club meets Tuesda-
2:30 o'clock at 327 Board o-
ing. The subject for the m-
"The Art of Getting What Is
meeting is an open one.

Queen Esther, O. E. S.-
Esther, O. E. S. will meet y-
F. Hornshu, corner of Colle-
Fiftieth street, Friday aftern-
ess will be assisted by Mrs.
Mrs. McNealy, Mrs. Florence
Minnie Wooley.

Y. M. I. Anniversary—The
of the Ladies' Auxiliary to t-
making extensive preparatio-
bration of the anniversary of
tion, which will take place
the Parkway pavilion. At-
public installation of officers

Will Give Comedy—"The M-
a comedy in three acts by V-
ard, will be given by stud-
Williams at St. Paul's Parisi-
day evening, June 10, at 8 o'c-
ticipants are Verna Calvert
man, Lillian Boland, Carrie
guerite Austin.

Husband Lost—Mrs. Fred
than, Ala., a bride of less tha-
on Capt. Hyland at Central
yesterday afternoon and ask-
her husband. She said he a-
tion here and wrote for her
Weston told Capt. Hyland th-
always been kind and she did
to make of the disappearance

AINMEN IN DESPAIR

DOWDS OUTGROW FACILITIES

E TIMES AS MANY PEOPLE GO OUT
O MOTOR SPEEDWAY TO SEE
BALLOONS START AS OFFI-
CIALS HAD EXPECTED.

cause those who arranged for the na-
l balloon races at the Motor Speed-
did not foresee that 40,000 people
going to attend the event yesterday,
rt of that big crowd was inclined to
lse the transportation service. The
d that visited the grounds where the
ons were started was five times as
as was expected five days ago.

was estimated that the Big Four
al trains, averaging one train every
ty minutes during the afternoon, car-
about 15,000 people to the grounds.
e trains of sixteen coaches each were
busy plying between the Union
on and the Speedway, and small com-
t was heard on account of the train
ce.

the greatest number of "sore" ones
at the Traction and Terminal
lon. The Ben-Hur traction officials
made preparations to handle a crowd,
no preparation had been made to
le a crowd of such size. Besides the
ly traction car service, twelve city
with a capacity of 150 passengers
were run over the line, but there
not enough to take the crowd out
ast as the crowd thought it ought
e taken.

Traffic Manager Speaks.

sent eight cars filled with people
of here in less than twelve minutes."
W. O. Woodward, traffic manager
he road, "and I couldn't notice any
ease in the size of the crowd waiting
e sheds. I think we must have carried
east 7,000 people from this end of
line, and about 1,000 came over the
from the west.

ll afternoon every other traction
brought carload after carload into
station, all of the passengers anxious
even crazy to get to the speedway
nce. The crowd was so far beyond
we expected that our cars could
ake them out of here fast enough."
rt Horton, who answers questions
a box seat in the station and be-

Cheers of 40,000

Follow Balloons

CONCLUDED FROM PAGE ONE.

Ballast is the same to a cloud racer as gasoline is to a motor racer. The Ohio darted far upward, after passing directly over the grand stand.

Five minutes later Dr. Goethe Link and J. R. Irvin of Indianapolis, in the Indianapolis, cried "Let her go," and left the grounds with a perfect getaway, carrying seven baskets of sand. The local aeronauts, although comparatively new in the game, showed expert knowledge by flying close to the ground, thus saving their ballast. Several messages of good will and encouragement were handed the men just before they rose from terra firma by special messengers dispatched from members of the surrounding crowd. Only a privileged few were honored with permission to enter the inclosure where the big bags were inflated.

After kissing his wife a last good-by C. A. Coey of Chicago climbed into the basket of his big balloon, the Chicago, and signaled his readiness to start. This, the last craft in the handicap race, made the most spectacular ascension of the day. The 110,000 cubic foot balloon rose like a mountain being lifted by an invisible force, and soared straight for the clouds far above. Jack Bennett acted as aid for Coey.

As Coey rose to a 500-foot height, he unfurled a large silk American flag, which brought from the crowds both inside and around the Speedway a cheer that doubled in volume any previous ovation.

Hersey Furnishes Weather Reports.

By the time the entrants in the national event were ready to cut their moorings, the number of spectators had increased almost twofold. Maj. H. B. Hersey, the Washington weather expert, provided the flyers with special reports on the condition of the elements every few minutes.

By the time the New York was ready to ascend, at 5 o'clock, the wind had varied a little to the southeast and was traveling near the surface at the rate of twenty miles an hour.

A huge mountain of white, flaky clouds, about two miles in length, was floating past the Speedway as A. Holland Forbes of New York and Clifford B. Harmon, also of New York, departed. Charles J. Glidden, official timekeeper, counted off the remaining second in a loud voice and the eager flyers waited impatiently until the word "go" signaled their ascent.

"Watch us win" were the last words of the daring millionaire, Forbes, as his basket was lifted from the ground. It was

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...in the size of the crowd waiting sheds. I think we must have carried at least 7,000 people from this end of one, and about 1,000 came over the from the west.

...afternoon every other traction brought carload after carload into station, all of the passengers anxious even crazy to get to the speedway race. The crowd was so far beyond we expected that our cars could take them out of here fast enough." ...Horton, who answers questions in a box seat in the station and be- questions calls trains, said: "I've here when White City was opened, Ft. Harrison was opened and when State Fair was on, but I never saw wd like this one. I was as much up e air as any of those fellows who in the race."

JACOBY MASONIC CANDIDATE.

J. Jacoby, potentate of Murat Tem- is being mentioned as a promising date for one of the offices in the Im- Council of the Mystic Shrine for America, which convenes in Louis- this week. A large delegation of na members will go on a special ng here at 8 o'clock tomorrow morn- The train will include six coaches, sleepers and one from Ft. Wayne.

City News in Brief.

Elect Officers—The Ladies' Auxillary, C., will meet with Mrs. Tipton, 2539 way, tomorrow afternoon. Officers oe elected.

Maccabee Card Party—Jewel Hive, Ladies e Maccabees, will give a card party y afternoon at the Maccabee Temple, North Meridian street.

R. C. Entertainment—Members of Rob- anderson W. R. C. will be entertained ne home of Mrs. Nellie Liebtig, 957 eess avenue, Wednesday afternoon.

Ladies' Auxillary Meeting—The Ladies' ary to the Plumbers' and Steamfitters' n will meet Tuesday afternoon at the of Mrs. Ed Brady, 1925 Holloway ue.

Give Card Party—Marion Council No. K. and L. of Security, will give a card at the I. O. O. F. Hall, corner Hamil- avenue and Washington street, Wednes- evening, June 16.

Press Returns—Miss Ethel Swalm, who with the "Talk of New York" company eason, has returned home to spend the ner with her parents, Mr. and Mrs. k Swalm of 2409 Broadway.

Entertain at Cards—St. John's Social will entertain at cards Thursday after- noon evening at St. John's Hall. The

...near the surface at the rate of twenty miles an hour. A huge mountain of white, flaky clouds, about two miles in length, was floating past the Speedway as A. Holland Forbes of New York and Clifford B. Harmon, also of New York, departed. Charles J. Glidden, official timekeeper, counted off the remaining second in a loud voice and the eager flyers waited impatiently until the word "go" signaled their ascent.

"Watch us win" were the last words of the darling millionaire, Forbes, as his basket was lifted from the ground. It was wagered that this crew will remain sus- pended for at least four days and nights. The New York is a \$4,000 craft and was equipped with what is reputed to be the most perfect sky camping outfit that was ever gathered together.

Forbes's ascension was ideal. He shot forward and upward like a mammoth blind, sailing toward a huge white cloud.

Fisher and Bumbaugh Ascend.

Hard on the heels of the first starter in the national race followed the Indiana, manned by Carl G. Fisher and Capt. G. L. Bumbaugh of Indianapolis. This crew showed the best "team work" and was ready without hitch of any kind long before its time to depart.

Mrs. Bumbaugh and daughter Kathleen embraced their husband and father, the band played the "Star-Spangled Banner" and the most hoped-for entrant in the race had started its cruise of the sky.

Six big American flags floated proudly from the netting of the big bag. As they passed over the grand stand Fisher dropped the roses. Bumbaugh remained up on the load ring until almost too high up to see him drop beside Fisher in the basket.

The only delay in the program was caused by the start of the St. Louis III. The judges signaled for A. E. Lambert and H. E. Honeywell, both of St. Louis, to start, but they refused, delaying long enough to rearrange some of their equip- ment. This bag was contested by some of the entrants, who declared that it is larger than the regulation size of 78,000 cubic feet. The judges said they would wait and determine after the outcome of the race. Honeywell said he hoped to land in Florida.

Cleveland Goes Up In Wind.

An increased wind swept down over the Speedway as A. H. Morgan and J. H. Wade of Cleveland, in the Cleveland, prepared to ascend. They left the earth with twenty-one bags of sand at 5:15 o'clock. They rode in the smallest basket of the group. As they lifted fifty feet above the land a hundred colored toy balloons were freed by a group of women who stood near by. The toys were soon left far below the Cleveland as it rushed forward and upward on the trail of its "trail blazers."

No time was lost in getting the re- maining two balloons off. The Hoosier, with Capt. Baldwin and Charles Walsh, carried thirty-six sand bags with it. Baldwin, who is a ringleader among the entrants, stood next to the basket

The Piano Anybody Can Play

The New Kur Play PLAYS

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No time was lost in getting the remaining two balloons off. The Hoosier, with Capt. Baldwin and Charles Walsh, carried thirty-six sand bags with it. Baldwin, who is a ringleader among aeronauts, stood erect on the top edge of his basket and cried farewells to the waving mass below through a large megaphone.

"If we don't win we'll never come back," was faintly heard as he passed over the grand stands toward the city. Walsh in his excitement dropped his cap while waving good-by to the crowds in the fields outside the Speedway grounds.

The last balloon rose with John Berry and Paul McCullough in the basket of the University City of St. Louis. Twenty-six bags of sand dangled from the sides of the basket.

The crowds remained as though glued to the grounds for some time before rushing for the gates as it watched the long file of fast-fading vessels outlined against the blue of the evening sky. The setting sun cast a mellow glow over the bags, making them look like big fireflies chasing each other over the edge of eternity.

The same aim is in view for both entrants in the handicap and the national race, that is to determine who will remain in the air the longest number of hours.

The handicap was composed of balloons

PLAYS ALL THE KEYS

You can now have this wonder easy terms or we will make you a li present piano and take it in exch

But whether or not you are should make it a point to hear first opportunity.

Pearson's Pia

Steinway Representatives

that were either too small or too large to come within the requirements of the national race. Not more than 78,000 cubic feet and not less than 50,000 were the limits to the requirements.

The Chicago had a capacity of 110,000, the Indianapolis of 40,000, while the Ohio also had 40,000.

Prizes are offered for both events, and, while Coey in the Chicago is expected to go farther than some of the entrants in the national event, yet his record, if so established, can not count in the list of national race honors. The rules are drawn up by the Aero Club of America.

PROVISIONS FOR A WEEK.

All the Racers Are Well Supplied and Forbes Even Has a "Soup Stove."

Provisions were carried in all the national race balloons to last for a week or more. Besides gallons of water and coffee there was apparently enough to feed a small army. But the men say they get very hungry.

"Will you take tea with me on yonder cloud?" was the joking remark of Clifford

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PLAYS ALL THE KEYS

You can now have this wonderful instrument on very easy terms or we will make you a liberal allowance on your present piano and take it in exchange.

But whether or not you are ready to purchase you should make it a point to hear this instrument at your first opportunity.

Pearson's Piano House

Steinway Representatives

134-136 N. Penn. St.

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Provisions were carried in all the national race balloons to last for a week or more. Besides gallons of water and coffee there was apparently enough to feed a small army. But the men say they get very hungry.

"Will you take tea with me on yonder cloud?" was the joking remark of Clifford

B. Harmon to Capt. Thomas Baldwin before they departed.

Baldwin carried thirty-six eggs, forty pieces of fried chicken, fifty slices of buttered bread, ten pies, two dozen oranges, five cans of soup, three loaves of bread, crackers and cheese galore, apples, lemons, sweet chocolate, cans of fruit and several kinds of prepared foods.

Forbes carried about the same, as did nearly all the racers, except Link and Thompson in the handicap race. Forbes had a German army soup preparation which was done up in small packages six inches long and one and one-half inches in diameter. It weighed one-half pound, but was food enough, he said, to last two men three days. It was dissolved in water.

He also carried a "soup stove," as he called it. The unique plan was a double can effect. Inside a large can was a smaller one filled with soup. The larger can was filled with unslaked lime. Two holes could be opened in the top of the large can. By pouring water in the one and letting the air escape from the other the cans and contents become hot almost instantly. This will serve to warm hands and feet in case the racers strike a cold current.

Lingerie Dresses