



"BALLOON FACTORY" OF G. L. BUMBAUGH.

Dreams of the day when Indianapolis could witness a race in the clouds seem about to be realized.

The nine entries for the national balloon race to be held here June 5 under the auspices of the Aero Club of America assure success.

The quarter of a million dollar motor speedway, six miles northwest of the Hoosier capital offers and ideal location

from which the aeronauts can ascend. There are no large bodies of water near Indianapolis, which guarantees safety to the flyers from that danger.

Thousands of persons are expected to flock to this city during the cloud events, which are scheduled to break all similar events recorded thus far in the world's progress.

One of the four balloon factories in this country is located in Indianapolis. Not

more than a dozen citizens are said to be aware of this fact.

Even the neighbors who live within a stone's throw of the factory pass it daily without the knowledge that night and day busy aeronauts ply their trade. Capt. G. L. Bumbaugh and wife, assisted by an old sailor, compose the group of "factory hands," and the "shop" is their residence, 1029 North Illinois street. Four rooms of this dwelling are devoted to making cloud

ships. The walls are covered with materials and the floors are piled high with hundreds of yards of canvas. Electric machines are operated for sewing purposes.

Within ten days Bumbaugh hopes to have his new quarters completed at the speedway tracks, where he will hereafter do his varnishing. He prides himself on leading the world in making perfect spheres.

WRIGHT BROTHERS MAY EXHIBIT FLYING MACHINE AT AUTO SPEEDWAY OPENING

Have you bought an airship yet?

That may be a common question in a few more years, and in an effort to make it so the Wright brothers will begin manufacturing them for commercial purposes in a few more months. Already they have sold their rights in France to a company that is completing fifty machines, and the cost, at first, will vary from \$5,000 to \$10,000. What they will cost in America will be determined by the demand and the capacity of the proposed factory in Dayton, O., the home city of the brothers.

Carl Fisher, representing the Indianapolis Motor Speedway Company, returned last night from Dayton, O., where he interceded with the cloud racers to be present in this city at the opening of the course June 5. A definite reply has not been obtained from the brothers.

He reports an interesting visit to the famous flying men.

Italian Offers Big Sum.

The King of Italy could hardly restrain himself when he saw the Wright machine slide down a grassy slope and then soar like a feathered creature into the sky. But Wilbur Wright and Hart O. Berg, business manager for the brothers, restrained their enthusiasm when they were offered \$200,000 for the Italian rights to make the machines.

It sounds queer, yet the Wrights have more than realized their dreams and more than justified Charles B. Flint, the New York banker who financed their invention for them.

On June 10 they will be in Washington and President Taft will present them with the medal which the Aero Club of America has had struck in their honor. The presentation will take place in the east room of the White House, and the guests will include some of the most distinguished men of the nation.

In addition to this medal, one is being designed in the mint at Philadelphia, and this will be presented, probably by the secretary of war, at Ft. Myer some day when a successful flight has been made, because this medal was ordered struck by Congress.

The Aeronautical Society of England has ordered a medal struck, too, and this is only one of many honors paid them by Europe. Memorial statues are to be erected in France and Berlin, and the Wrights have a special invitation to come to Germany and visit at the palace. They will go to Germany in the fall, and probably will sell their rights in that country at that time.

On June 28 they will resume their flights in Washington at Ft. Myer.

Flexible Wing Tip the Secret.

Why have the Wrights been so successful is a question often asked. For the reason, it is said, that they told nothing of their experimental work until they had discovered that the secret of keeping a machine balanced in the air is the flexible wing tip. This principle may be observed by watching a buzzard lazily floating in the air.

Two levers, controlling the wing tips and the rudder, make the balancing almost automatic. It's just like leaning the other way on a bicycle when one starts to fall. You flex the wing tip and at the same time you twist the handle bar; in other words, the rudder. Presto! you have righted yourself, and you did it so easily you couldn't explain how. That wing tip is patented, and it's the only thing about the Wright machine that the other manufacturers can not use.

Dictionaries haven't kept pace with the inventors. Consequently there is a lot of misunderstanding about the terms to be used in connection with aerial navigation. For example, Dr. Langley called his machine an aerodrome. Dr. Alexander Graham Bell insists that is the proper word for a machine which does not have absolutely level planes.

A London international aeronautic congress in London this winter was taken up, so to speak, to have uniformity in the use of names. That congress decided upon "aeronof" as the proper term for all heavier than air machines.

Revised List of Terms.

"Aerostat" is a free balloon, and "aeronauf" a dirigible balloon, a gas bag with propellers and rudder, by which its course can be controlled.

An "aeroplane" consists of surfaces of aero curves, the propeller shafts set off to the side, the wings have the propellers set vertically, pulling the machine

straight up from the ground. "Orthopters" have flapping wings. An "aeronauf" is the navigator of the craft. If licensed by an aero club he is "captain."

"Aviator" is a form of flying machine, not the navigator. "Aviation" is the art of flying. Then, the much mooted word "aerodrome." According to the congress this means "aerial track." The experts of the congress could not reconcile the track with the machine, Dr. Bell and Dr. Langley notwithstanding, considering it took too much license with the ancient tongue. A "monoplane" is a machine with one aero curve and a biplane has two.

Little "Real" Money Spent.

So far the United States government has spent but little real money for aeronautics. Gen. Allen, chief of the signal service, in a hearing before the Appropriations Committee on Jan. 18 stated that out of the \$46,000 taken from the general appropriation for the signal corps last year, \$7,500 had been paid for the Baldwin dirigible. The balance is still at hand when the Wright brothers fulfill their contract and for A. M. Herring if he has a practicable machine.

The Wrights, as patriotic Americans, wished to sell their machine to the United States exclusively, but they will get but \$25,000 out of it after they have fulfilled their contract.

Gen. Allen stated that a balloon house such as the service should have will cost \$100,000. A hydrogen gas plant will cost \$100,000 more. Two thousand tubes to transport gas at \$30 each adds \$60,000 to the necessary expense. Gen. Allen said balloon houses would have to be built larger in the future, as the present tendency is for them to grow. Two balloons, he estimated, will cost \$150,000, and for wagons, transportation and other expenses, he asked for \$10,000. He figured that this would leave \$70,000 for a heavier than air machine. The Canadian government has appropriated \$50,000 for aeronautical work as the result of the Baldwin experiments. Emile Berliner, an

Canada Makes Appropriation.

Messrs. McCurdy and Baldwin, after their experiment at Baddeck, Nova Scotia, during the winter, have established a company for the manufacture of heavier than air machines. The Canadian government has appropriated \$50,000 for aeronautical work as the result of the Baldwin experiments. Emile Berliner, an

inventor, and J. Newton Williams of Derby, Conn., in a field near Brookland, are experimenting with a type of helicopter which probably will be tried out at Ft. Myer this summer, although the government at this time has no further funds to encourage such work.

Among the foreign inventors, Henri Farman and Santos Dumont, whose specialty is dirigibles, are well known to the American public, as is Count Zeppelin. Zeppelin has progressed farther than any other maker of dirigibles, and has an enormous one, 444 feet long, 42.12 feet in diameter. It has an aluminum alloy envelope, in which are sixteen balloonettes. This aeronaut has carried twenty-six persons, and the results of Zeppelin's experiments have roused the Germans to the highest pitch of enthusiasm, with the result that a fund of more than \$1,000,000 has been raised for him to complete his work. England, France and Italy have dirigibles, but none has succeeded as well as the Zeppelin.

The United States dirigible No. 1 was purchased last year from Thomas S. Baldwin, after successfully passing the tests prescribed by the signal corps of the army, through whose influence much has been done with aviation in the United States, but who are sorely handicapped by lack of appropriations. The Baldwin dirigible is 120 feet long and has a speed of twenty miles an hour with two passengers.

Only United States Delegates Sign.

In view of the fact that Congress refused an appropriation this season for aviation experiments, the declaration of the Hague concerning airships stands out boldly. The declaration was:

"The contracting powers agree to prohibit for a period extending to the close of the third peace conference the discharge of explosives or projectiles from balloons or by any other new methods of a similar nature."

The United States delegates to the conference were the only ones who signed this declaration. It is significant that the nations which are not parties to this agreement are Germany, Austria-Hungary, France, Great Britain, Guatemala, Italy, Japan, Mexico, Montenegro, Nicaragua, Paraguay, Roumania, Russia, Servia, Sweden, Switzerland, Turkey and Venezuela.

FISHERMEN ANSWER CALL OF LINE AND ROD FLOCKING TO THE STATE'S WATER HAUNTS

BY E. E. EARLE, Deputy State Game Warden and Fish Commissioner.

For those who care to go to less pretentious places, Loon Lake, Tri-Lakes and Blue Lakes in Whitley County and Webster Lake and the Barbee Lakes in Kosciusko County are among the best known and also among the best places to fish.

A number of Anderson fishermen, including Col. W. T. Durbin, W. A. Kittinger and R. P. Grimes, have a clubhouse at the Barbee Lakes. Frank Planner, C. J. Buchanan and J. F. Lindley of the T. B. Laycock Company have clubhouses on Tipton Lake. Other Indianapolis people who go there are Fred W. Day, Mrs. Bertha B. Day, Harry Stout, H. H. Beazell, R. E. Lindley, Sam Shutt, and John Billheimer. Dr. J. C. Adkins of Marion also has a clubhouse at Tipton Lake.

roll to Brooklyn and then a five-mile drive. Many Indianapolis fishermen go to the Hamilton County line on White River and fish down stream.

Usually they go to Carmel on the Interurban and then drive or walk across a distance of about three miles. Others take their boats to Noblesville and float to the Broad Ripple dam. Eagle Creek is well supplied with bass this season. A great many Indianapolis men, and some who are not Indianapolis men, go to Zionsville and fish both above and below town. Others get off at the Girls' Industrial School. The erection of a new wagon bridge on the national road where it crosses Eagle Creek has spoiled a fine fishing hole.

Sugar Creek is a splendid bass stream, and it may be reached by the Shelbyville and Columbus Interurbans, the Shelbyville line crossing it at London and the Columbus line near Anity. Blue River is a favorite resort with quite a number of local fishermen, who get off the cars at Edinburg. Owing to some recent prosecutions for violations of the fish law, the farmers in the lower

Victory Over Kelly Earns Papke Title

Billy Papke, the Illinois thunderbolt, has a clear title to the middleweight championship of the world. His quick defeat of Hugo Kelley at Colma yesterday stamps him as the Italian's superior and goes to prove Papke's contention that he was not in condition when Kelley fought him to a standstill in their last encounter.

Since Stanley Kitchell, the title holder, has announced that he can no longer make the middleweight limit, Papke must be accepted as the undisputed champion. Unless Sam Langford, the colored fighter, is to be considered in the middleweight division, no menacing figure looms up on the horizon to wrest the title away from the Kewanee boy, and he may pose in the champion's role for some time to come.

The Johnson-O'Brien six-round bout that comes off in Philadelphia next week is the big pugilistic event of the week.

Since the colored champion's return from Australia he has monopolized, more or less, the attention of the fans. Last of the

pretty good shape with the exception of his poisoned hand, which is healing rapidly. He hopes to be down to 230 pounds by the time he leaves Chicago.

Owen Moran, an English boxer, has sailed for his home in Birmingham for the purpose of forcing a match with Jim Driscoll.

Before sailing he failed to get Abe Attell into a match because the latter injured his hand. In this country Moran and Driscoll could have fought had it not been that both were under the same management.

On the other side, however, things are different and the much-discussed problem as to their relative abilities is likely to be settled.

Owen wants to fight Britt, Summers or Jim Driscoll as soon as he arrives, and in all justice to Owen he should be given the chance to show himself. When Owen returns to America he will insist that the featherweight championship of the world will be settled for all time.

Jim Driscoll has first call, according to the managers, and Jimmy Johnson, sponsor for the little Welsh crack, says it will be the end of our Abe for the reason that Driscoll's long suit has always been lengthy encounters.

During it is possible to race could and a devoted two in the wide plenty who never not afford would be What track gate rece would be would to much to (aries an ment need o in bed mean and flo

Accord nectio G. Billin the Chic first tim his hors off it is nings w ings, wh this cou matine to start this rule of bona

This w ions of f of a nea Brookl developed a mediate friend, F as to rac crack an many co out of a the case Jones he two-sta fessional

Ex Billin coin, but need acc ter an ac for the e figure o eigners n nee or a never be the) the helin doubtful, across the purses, v a profess League would no clal mill not enter ing the have som have g tracks to and ther tion by a charly. The most ve forma. w

REAR

BOSTO received of its ba chusetts over the have ma Compa entry list Circuit r closed, R though, the libe and t ning a p should h A. J. famous t the resul secretary his exper year, ha fe for less 1908. T ters the a shade

Dreams of the day when Indianapolis could witness a race in the clouds seem about to be realized.

The nine entries for the national balloon race to be held here June 5 under the auspices of the Aero Club of America assure success.

The quarter of a million dollar motor speedway, six miles northwest of the Hoosier capital offers an ideal location

from which the aeronauts can ascend. There are no large bodies of water near Indianapolis, which guarantees safety to the flyers from that danger.

Thousands of persons are expected to flock to this city during the cloud events, which are scheduled to break all similar events recorded thus far in the world's progress.

One of the four balloon factories in this country is located in Indianapolis. Not

more than a dozen citizens are aware of this fact.

Even the neighbors who live stone's throw of the factory pass without the knowledge that on a day busy aeronauts ply their trade. G. L. Bumbaugh and wife, assistant old sailor, compose the group of hands, and the "shop" is their 1029 North Illinois street. Four of this dwelling are devoted to mak-

WRIGHT BROTHERS MAY EXHIBIT FLYING MACHINE AT AU

Have you bought an airplane yet?

That may be a common question in a few more years, and in an effort to make it so the Wright brothers will begin manufacturing them for commercial purposes in a few more months. Already they have sold their rights in France to a company that is completing fifty machines, and the cost, at first, will vary from \$5,000 to \$10,000. What they will cost in America will be determined by the demand and the capacity of the proposed factory in Dayton, O., the home city of the brothers.

Carl Fisher, representing the Indianapolis Motor Speedway Company, returned last night from Dayton, O., where he interceded with the cloud racers to be present in this city at the opening of the course June 5. A definite reply has not been obtained from the brothers.

He reports an interesting visit to the famous flying men.

Italian Offers Big Sum.

The King of Italy could hardly restrain himself when he saw the Wright machine slide down a grassy slope and then soar like a feathered creature into the sky. But Wilbur Wright and Hart O. Berg, business manager for the brothers, restrained their enthusiasm when they were offered \$200,000 for the Italian rights to make the machines.

Airships a Commercial Success!

It sounds queer, yet the Wrights have more than realized their dreams and more than justified Charles R. Flint, the New York banker who financed their invention for them.

On June 10 they will be in Washington and President Taft will present them with the medal which the Aero Club of America has had struck in their honor. The presentation will take place in the east room of the White House, and the guests will include some of the most distinguished men of the nation.

In addition to this medal, one is being designed in the mint at Philadelphia, and this will be presented, probably by the secretary of war, at Ft. Myer some day when a successful flight has been made, because this medal was ordered struck by Congress.

The Aeronautical Society of England has ordered a medal struck, too, and this is only one of many honors paid them by Europe. Memorial statues are to be erected in France and Berlin, and the Wrights have a special invitation to come to Germany and visit at the palace. They will go to Germany in the fall, and probably will sell their rights in that country at that time.

On June 28 they will resume their flights in Washington at Ft. Myer.

Flexible Wing Tip the Secret.

Why have the Wrights been so successful is a question often asked. For the reason, it is said, that they told nothing of their experimental work until they had discovered that the secret of keeping a machine balanced in the air is the flexible wing tip. This principle may be observed by watching a buzzard lazily floating in the air.

Two levers, controlling the wing tips and the rudder, make the balancing almost automatic. It's just like leaning the other way on a bicycle when one starts to fall. You flex the wing tip and at the same time you twist the handle bar. In other words, the rudder. Presto! you have righted yourself, and you did it so easily you couldn't explain how. That wing tip is patented, and it's the only thing about the Wright machine that the other manufacturers can not use.

Dictionaries haven't kept pace with the inventors. Consequently there is a lot of misunderstanding about the terms to be used in connection with aerial navigation. For example, Dr. Langley called his machine an aerodrome. Dr. Alexander Graham Bell insists that is the proper word for a machine which does not have absolutely level planes.

At the international aeronautic congress in London this matter was taken up, so as to have uniformity in the use of names. That congress decided upon "aeronef" as the proper term for all heavier than air machines.

Revised List of Terms.

"Aerostat" is a free balloon, and "aeronef" a dirigible balloon, a gas bag with propellers and rudder, by which its course can be controlled.

An "aeroplane" consists of surfaces of aero curves, the propeller shafts set horizontally. A "helicopter" has the propellers set vertically, pulling the machine

straight up from the ground. "Ornithopter" have flapping wings. An "aeronef" the navigator of the craft; if he is an aero club he is a "pilot."

"Aviator" is a form of flying, not the navigator. "Aviation" is of flying. Then, the much more "aerodrome." According to the this means "aerial track." The congress could not reconcile with the machine, Dr. Bell and I ley hot withstanding, considering too much because with the ancient A "monoplane" is a machine aero curve and a biplane has tw

Little "Real" Money Spent

So far the United States government spent but little real money for aer Gen. Allen, chief of the signal aer hearing before the Appropriatio mltee on Jan. 18 stated that o \$46,000 taken from the general a tion for the signal corps last ye had been paid for the Baldwin. The balance is still at hand y Wright brothers fulfill their con for A. M. Herring if he has a p machine.

The Wrights, as patriotic A wished to sell their machine to th States exclusively, but they will \$25,000 out of it after they have their contract.

Gen. Allen stated that a ballo such as the service should have \$100,000. A hydrogen gas plant \$100,000 more. Two thousand transport gas at \$30 each adds the necessary expense. Gen. A balloon houses would have to larger in the future, as the pre dency is for them to grow. Two he estimated, will cost \$150,000 wagons, transportation and o penses, he asked for \$10,000. H that this would leave \$70,000 i planes, so it is easy to see th aeroplanes are the best things i the army men regard the dirigib best fighting machine.

Canada Makes Appropriati

Messrs. McCurdy and Baldwin their experiment at Baddeck Scotia, during the winter, hav lished a company for the manuf heavier than air machines. The government has appropriated \$3 aeronautil work as the result Baddeck experiments. Emile Be

FISHERMEN ANSWER CALL OF LINE AND ROD FLOCKING TO THE STATE'S WATER HAUNTS

BY E. E. EARLE.

rall to Brooklyn and then a five-mile drive. Many Indianapolis fishermen go to

Victory Over K

Billy Papke, the Illinois thu has a clear title to the mid championship of the world. His feat of Hugo Kelley at Colma

ascend. The bodies of water near that danger. persons are expected to during the cloud events, to break all similar thus far in the world's r balloon factories in this ed in Indianapolis. Not

more than a dozen citizens who are aware of this fact. Even the neighbors who live within a stone's throw of the factory pass it daily without the knowledge that night and day busy aeronauts ply their trade. Capt. G. L. Bumbaugh and wife, assisted by an old sailor, compose the group of "factory hands," and the "shop" is their residence, 1029 North Illinois street. Four rooms of this dwelling are devoted to making cloud

ships. The walls are covered with materials and the floors are piled high with hundreds of yards of canvas. Electric machines are operated for sewing purposes. Within ten days Bumbaugh hopes to have his new quarters completed at the speedway tracks, where he will hereafter do his varnishing. He prides himself on leading the world in making perfect spheres.

need of a bed in bed with mean health and file. BILLINGS According section with G. Billings the Chicago first time in his horses off it is ar nings will l ings, while this country matinee ho to start in this rule h of bona fide This was ions of mar of his reco veloped sta mediatly friend, Fran as to racing crack amat many const out of a h There was t the ease w Jones horse two stables fessional ra

PROHIBIT FLYING MACHINE AT AUTO SPEEDWAY OPENING

ical Society of England edal struck, too, and this any honors paid them by l statues are to be erect Berlin, and the Wrights vitation to come to Ger- at the palace. They will n the fall, and probably ights in that country at

straight up from the ground. "Orthopters" have flapping wings. An "aeronaut" is the navigator of the craft; if licensed by an aero club he is a "pilot." "Aviator" is a form of flying machine, not the navigator. "Aviation" is the art of flying. Then, the much mooted word "aerodrome." According to the congress this means "aerial track." The experts of the congress could not reconcile the track with the machine, Dr. Bell and Dr. Langley notwithstanding, considering it took too much license with the ancient tongue. A "monoplane" is a machine with one aero curve and a biplane has two.

inventor, and J. Newton Williams of Derby, Conn., in a field near Brookland, are experimenting with a type of helicopter which probably will be tried out at Ft. Myer this summer, although the government at this time has no further funds to encourage such work. Among the foreign inventors, Henri Farman and Santos Dumont, whose specialties are dirigibles, are well known to the American public, as is Count Zeppelin. Zeppelin has progressed farther than any other maker of dirigibles, and has an enormous one, 446 feet long, 42.12 feet in diameter. It has an aluminum alloy envelope, in which are sixteen balloons. This aeronaut has carried twenty-six persons, and the results of Zeppelin's experiments have roused the Germans to the highest pitch of enthusiasm, with the result that a fund of more than \$1,000,000 has been raised for him to complete his work. England, France and Italy have dirigibles, but none has succeeded as well as the Zeppelin.

Exhib Billings's coin, but on need and a ter and rac that the B for the mo figure on th eigners rac nee or ama never been that the A up behind doubtful, fo across the purses, whi a profession League of would not l cial aspirati horse owner generous so capitals. At all Eu kept very r quarters ar manner in tracks are to wear sil top boots have to be l owed to m To drive ditions wou can million not enterta ing the hor have some have grad tracks to ta and then a tion by don charity. The "nat most every fornla, whe

they will resume their nton at Ft. Myer.

Little "Real" Money Spent.

Only United States Delegates Sign.

ing Tip the Secret. Wrights been so success- n often asked. For the d that they told nothing ental work until they had the secret of keeping a d in the air is the flexible principle may be ob- ing a buzzard lazily float-

So far the United States government has spent but little real money for aeronautics. Gen. Allen, chief of the signal service, in a hearing before the Appropriations Committee on Jan. 18 stated that out of the \$46,000 taken from the general appropriation for the signal corps last year, \$7,500 had been paid for the Baldwin dirigible. The balance is still at hand when the Wright brothers fulfill their contract and for A. M. Herring if he has a practicable machine. The Wrights, as patriotic Americans, wished to sell their machine to the United States exclusively, but they will get but \$25,000 out of it after they have fulfilled their contract. Gen. Allen stated that a balloon house such as the service should have will cost \$100,000. A hydrogen gas plant will cost \$100,000 more. Two thousand tubes to transport gas at \$30 each adds \$60,000 to the necessary expense. Gen. Allen said balloon houses would have to be built larger in the future, as the present tendency is for them to grow. Two balloons, he estimated, will cost \$150,000, and for wagons, transportation and other expenses, he asked for \$10,000. He figured that this would leave \$70,000 for aeroplanes, so it is easy to see that while aeroplanes are the best things for sport, the army men regard the dirigible as the best fighting machine.

The United States dirigible No. 1 was purchased last year from Thomas S. Baldwin, after successfully passing the tests prescribed by the signal corps of the army, through whose influence much has been done with aviation in the United States, but who are sorely handicapped by lack of appropriations. The Baldwin dirigible is 120 feet long and has a speed of twenty miles an hour with two passengers.

controlling the wing tips make the balancing al- It's just like leaning on a bicycle when one ou flex the wing tip and me you twist the handle rds, the rudder. Presto! d yourself, and you did u couldn't explain how- s patented, and it's the the Wright machine that cturers can not use. ven't kept pace with the e quently there is a lot of g about the terms to be on with aerial navigation. Langley called his ma- me. Dr. Alexander Gra- that is the proper word hich does not have abso- es. tional aeronautic congress matter was taken up, so mformity in the use of congress decided upon he proper term for all machines.

Canada Makes Appropriation. Messrs. McCurdy and Baldwin, after their experiment at Baddeck, Nova Scotia, during the winter, have established a company for the manufacture of heavier than air machines. The Canadian government has appropriated \$50,000 for aeronautical work as the result of the Baddeck experiments. Emile Berliner, an

In view of the fact that Congress refused an appropriation this session for aviation experiments the declaration passed by the last peace conference at The Hague concerning airships stands out boldly. The declaration was: "The contracting powers agree to prohibit for a period extending to the close of the third peace conference the discharge of explosives or projectiles from balloons or by any other new methods of a similar nature." The United States delegates to the conference were the only ones who signed this declaration. It is significant that the nations which are not parties to this agreement are: Germany, Austria-Hungary, China, Denmark, Ecuador, Spain, France, Great Britain, Guatemala, Italy, Japan, Mexico, Montenegro, Nicaragua, Paraguay, Roumania, Russia, Serbia, Sweden, Switzerland, Turkey and Venezuela.

List of Terms. a free balloon, and "aero- balloon, a gas bag with dder, by which its course d. consists of surfaces of propeller shafts set hor- loopter" has the propelly, pulling the machine

Canada Makes Appropriation. Messrs. McCurdy and Baldwin, after their experiment at Baddeck, Nova Scotia, during the winter, have established a company for the manufacture of heavier than air machines. The Canadian government has appropriated \$50,000 for aeronautical work as the result of the Baddeck experiments. Emile Berliner, an

In view of the fact that Congress refused an appropriation this session for aviation experiments the declaration passed by the last peace conference at The Hague concerning airships stands out boldly. The declaration was: "The contracting powers agree to prohibit for a period extending to the close of the third peace conference the discharge of explosives or projectiles from balloons or by any other new methods of a similar nature." The United States delegates to the conference were the only ones who signed this declaration. It is significant that the nations which are not parties to this agreement are: Germany, Austria-Hungary, China, Denmark, Ecuador, Spain, France, Great Britain, Guatemala, Italy, Japan, Mexico, Montenegro, Nicaragua, Paraguay, Roumania, Russia, Serbia, Sweden, Switzerland, Turkey and Venezuela.

AND ROD WATER HAUNTS

Victory Over Kelly Earns Papke Title. Billy Papke, the Illinois thunderbolt, has a clear title to the middleweight championship of the world. His quick defeat of Hugo Kelley at Colma yesterday

READ BOSTON received a

n and then a five-mile

pretty good shape with the exception of his poisoned hand, which is healing rapidly. He hopes to be down to 230 pounds by the time he leaves Chicago. Owen Moran, an English boxer, has

pretty good shape with the exception of his poisoned hand, which is healing rapidly. He hopes to be down to 230 pounds by the time he leaves Chicago. Owen Moran, an English boxer, has

received a