

# ELEVEN BALLOONS TO RACE FOR THE BLUE RIBBON OF THE AIR

DETAILS OF THE GREAT INTERNATIONAL CONTEST TO TAKE PLACE AT ST. LOUIS OCTOBER 21<sup>ST</sup>



LIEUT. FRANK P. LAHM, AMERICA



HON. C. S. ROLLS, ENGLAND



GRIFFITH BREWER, ENGLAND

Those interested in balloons or in the general subject of aerial navigation, and that includes pretty nearly everybody nowadays, are turning their attention to St. Louis, where the second great balloon race of the world will start from an enclosure in Forest Park on Monday, October 21, at half-past three o'clock in the afternoon.

It is to be the second long distance flight for the International Aeronautic Cup, won by Lieutenant Frank P. Lahm, of the Aero Club of America, in the first international race from Paris last year. Should the cup be won three times in succession by an American it will become the permanent possession of this country. All international contests are conducted under the auspices of the International Aeronautic Federation and in accordance with rules governing the cup races.

As now arranged, eleven balloons will take part in the event. America will have three, England three, Germany three and France two. Italy and Spain had intended to compete, but failing to comply with certain established rules of the contest it became necessary to eliminate them. The balloons to be used will be of the ordinary type, but will be among the largest and best in the world and will be started on their course under the most favorable conditions possible to obtain.

The contest will be for distance alone, unless the lack of wind should make it necessary to award the prize upon duration. It is not likely, however, that the latter course will be necessary, and the winning of the race will depend much upon the skill of the aeronaut, his knowledge of varying air currents and the judgment he uses in keeping his balloon in the current that will carry him most swiftly in one direction.

Each balloon will have two occupants, the pilot, or chief aeronaut, and his companion. The balloons will be of the larger type and will be inflated with gas, especially manufactured for the purpose near the ascension grounds. They will be sent up a few minutes apart, and once in the air there will be no further communication with the earth until the race is ended. With ordinary conditions the winner of the trophy may be expected to travel through cloudland for at least twenty-four hours, and his landing may be from three hundred to five hundred miles, or more, from the starting point.

The best distances recorded in the international balloon race, which started from Brussels on September 15 of this year, with thirty-four competitors, were made by the English balloon Zephyr and the Swiss balloon Cognac. Both exceeded 550 miles.

## CONTESTANTS IN THE RACE

As soon as possible after coming to the earth the pilot will communicate by telegraph the exact time and locality of his descent, and when all the reports are received and properly verified the winner will be announced. As the cup is now held by the Aero Club of America, all balloon enthusiasts are particularly eager that it should remain here. Consequently special interest centres in the men who are to take part in the race. These, with the clubs they represent, are:

France—Aero Club of France, two balloons; pilots, Alfred Leblanc and Rene Gassner; aids, M. Mix and Charles Levee. Three entries were originally received from France, but only two pilots were named up to August 21, after which time names could not be filed.

England—Aero Club of the United Kingdom, three balloons; pilots and companions, Hon. C. S. Rolls, Griffith Brewer, Professor A. K. Huntington, J. T. C. Moore-Brabazon, Lord Royston and Mr. Brazon.

Germany—Deutscher Luftschiffer-Verein, three balloons, the Dusseldorf, the Pommern and the Rheinhafen; pilots and aids, respectively, Captains Von Abercron and Heldmann and Oscar Erbsloh. No companies have been named to go with Erbsloh and Heldmann. Abercron and Erbsloh were pilots in last year's races.

America—Aero Club of America, three balloons; pilots, Lieutenant Frank P. Lahm, with Major Henry E. Hersey, as alternate, in his own balloon, the United States; Alan R. Hawley, in his balloon, the St. Louis, and J. C. McCoy, in his balloon, the America.

While it is practically decided that the race is to be for distance only, it is possible that conditions may arise which will modify the race in some particular. Under article two of the international rules of the International Aeronautic Federation, and to modify the conditions of admission. The admission of any apparatus for aerial locomotion other than balloons and motor aerostats shall be determined directly by the International Aeronautic Federation within the same time.

On the day following the departure of the balloons in the international contest, however, there will be contests for aeroplanes and steerable balloons near St. Louis. Prize money amounting to \$2,000 for each series has been amassed.

For two days and nights following the start from St. Louis practically the entire population of the United States and Canada will become sky gazers. Everybody will keep an eye turned heavenward, in the expectation of seeing one of the big balloons drifting along, for no one, not even the pilots themselves, will know what course the air craft may take, once they have reached the upper currents.

No doubt scores of unreliable reports will come from all parts of the country, because to the untrained eye a bird far up in the air or the fragment of a cloud may look very like a balloon to the person who expects to see a balloon, and even a story that somebody saw something that looked like a balloon is usually sufficient to inspire some other somebody to dash off a telegram that a large air ship passed over the town, sailing so low that it narrowly escaped the church spire.

With favoring winds and other conditions it is not at all unlikely that the winner of the race may come down very close to the Atlantic coast. Every village and hamlet between Boston and St. Louis will be on the lookout, and unless the landing is made in some spot remote from telegraph or telephone wires the record of each contestant will be known in New York within one hour after the voyage is finished.

There is little probability that the balloons will travel west from St. Louis. During October the prevailing winds at that point are from the west and southwest, hence it is expected that the general direction of the race will be toward the east and northeast. The distance from the starting point to either ocean is so great that there is little apprehension on that score, but it is not at all impossible, should the winds blow steadily from the south and southwest, that some of the aeronauts may find themselves very close to the shores of the great lakes before they are ready to descend. In that event they must choose between cutting short the voyage or taking chances on drifting out over the water, trusting to good fortune and favorable currents to carry them across.

It is a proverb among aeronauts that the balloon has one enemy—the sea—and the desire to get as far as possible from that enemy was one of the reasons for selecting St. Louis as the starting point for the international contest. Nevertheless, lakes Huron, Superior and Michigan are almost directly northeast of St. Louis, with lakes Erie and Ontario and Georgian Bay a little to the eastward, and so situated that a southeasterly wind would carry the balloons directly into that locality; and while the lakes are less menacing than the ocean, their expense is sufficient to make an undesirable hazard, particularly in the last half of an aerial voyage, when ballast may be well nigh exhausted and the gas somewhat diminished.

## DIFFICULTIES OBIATED.

Many difficulties, physical and otherwise, which aeronauts encounter in a European race are not found in America. During the international contest in Paris a year ago there was the constant menace of large bodies of water on various sides, and there was also the possibility that the aeronauts might come down in a section of country where they could not understand the language and where the people might not be altogether friendly to air travellers.

To guard against any possible troubles of this sort each pilot was provided with a long list of questions and explanations, printed in English, German, French, Russian and Latin, so that, no matter in which direction his balloon might drift from Paris, he was prepared to explain why and how he had dropped from the sky and to make known his immediate wants wherever his balloon chanced to come down.

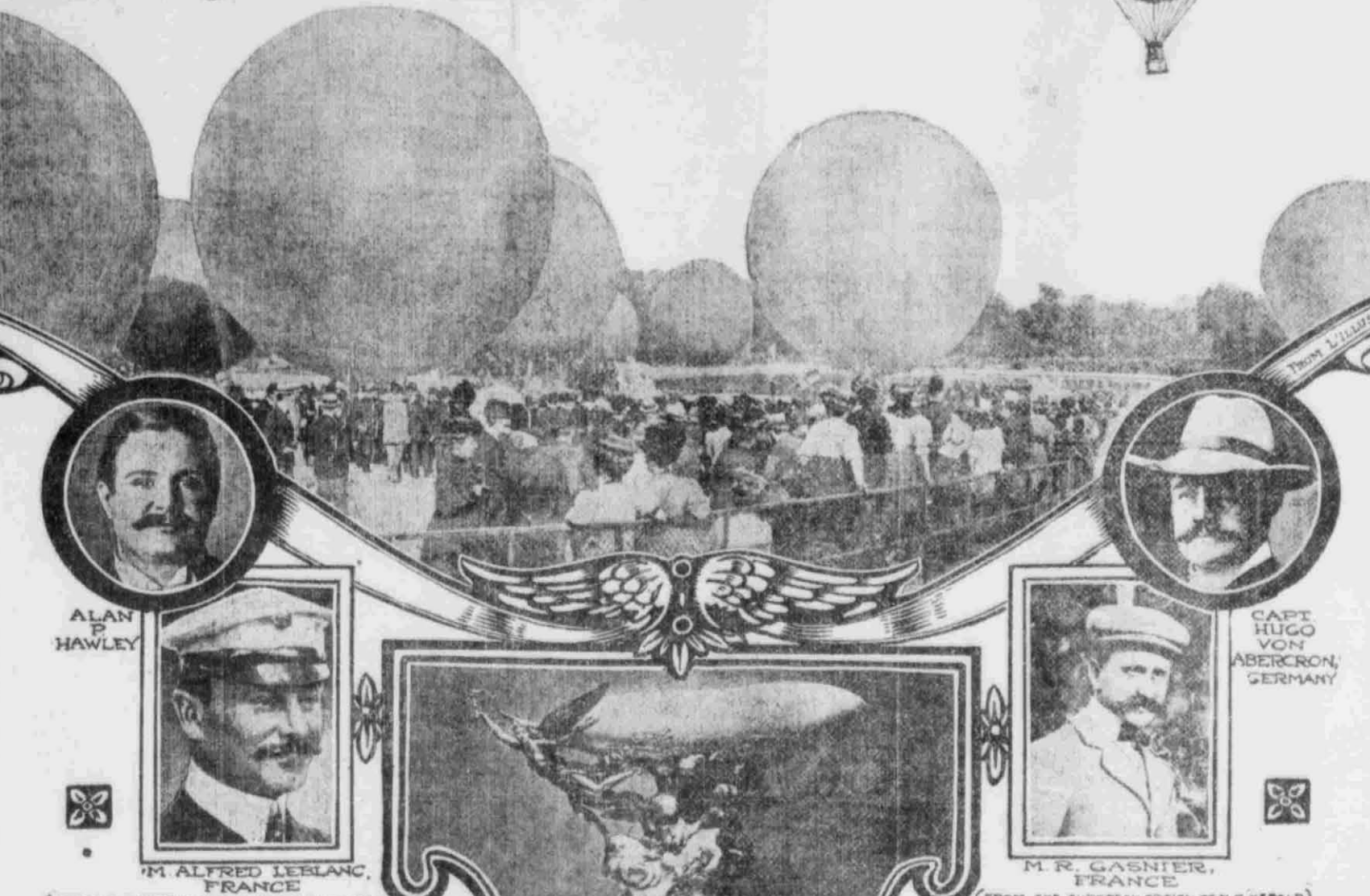
The printed slips, after explaining the nature of the international contest, asked the name of the country, name of the nearest town and railroad station and asked also that the aeronaut be taken to the Mayor, to be provided with a cart for conveying the balloon and for such various other things as might be needed. In the forthcoming race from St. Louis this precaution will not be necessary because there is no spot between the Mexican border and the Arctic regions of Canada where the English language is not spoken and understood.

French, English and German aeronauts who

to compete will arrive in New York early this month and most of them have planned to go at once to St. Louis, where they will begin preparations for the big contest. Several days will be required in unpacking and overhauling the balloons and the foreign competitors will devote all the time possible in studying prevailing air currents and maps of the country. They will also need some time for making general preparations, such as selection of provisions and other equipment to be taken on the aerial trip. Usually scientific instruments of one kind and another for measuring altitude, temperature, speed and other aspects of the upper regions are taken along.

Meals and drinkables are, of course, a necessity in the air as well as on the earth, but sleep is not; at least, the aerial racers do not intend to close their eyes from the time they start until the balloon is safely landed and aboard a train ready for shipment to the nearest city. Every minute from start to finish requires vigilance on the part of the pilot, and there is too much interest as well as peril in the trip to permit of sleeping. Every experienced aeronaut realizes that balloons as well as the air currents have their erratic moods, and while the men slept they might be dropped or lifted thousands of feet, with disastrous results. Proper clothing is, of course, because the higher altitudes are very cold.

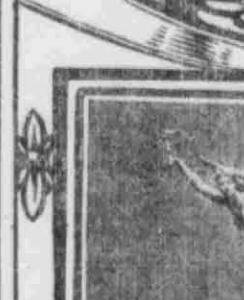
As a result of this selection a prosperous aero club



ALAN R. HAWLEY



M. ALFRED LEBLANC, FRANCE



J. C. MCCOY, AMERICA



CORTLANDT FIELD BISHOP



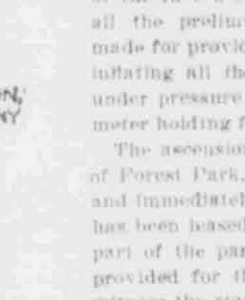
CAPT. HUGO VON ABERCRON, GERMANY



M. R. GASSNER, FRANCE



HON. C. S. ROLLS, ENGLAND



GRIFFITH BREWER, ENGLAND



"INTERNATIONAL AERONAUTIC CUP"



J. C. MCCOY, AMERICA



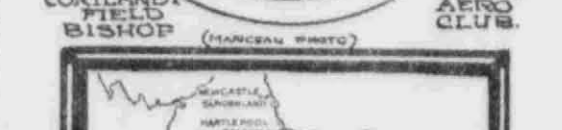
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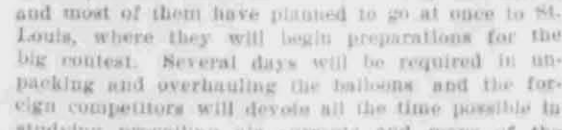
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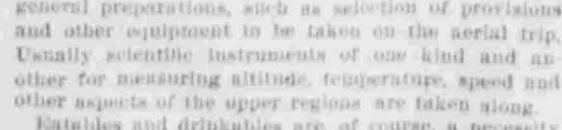
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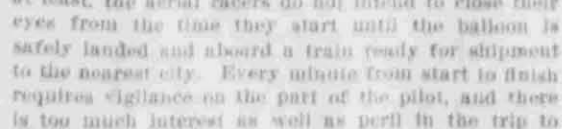
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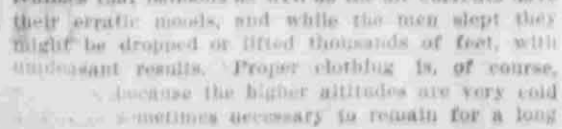
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time in the upper stratum of air in order to get the benefit of certain currents.

The first contest for the international aeronautic cup was held in Paris, September 30, 1900, and attracted greater attention among those interested in aeronautics than any previous event of the kind. For weeks preceding the race it was the most talked of sporting event in Europe, and nearly all European countries put forward their foremost aeronauts as competitors.

On the day of the race practically all Paris turned out to witness the start, and until the big balloons had sailed out of sight little business was done in the city. The start was from the Tuilleries Gardens, where opportunity was afforded for vast throngs to see the preparations for the start and to follow the balloons, as, one after another, they rose gracefully and drifted away into the clouds. The Place de la Concorde, the Quais and the lower part of the Champs Elysees were crowded as never before and hundreds of thousands remained gazing into the sky long after the last balloon had shrunk in sight to the merest speck.

Following the race came the anxiety and eagerness to know the result and the fate of the various competitors. The city of Paris that night and until all the aeronauts were heard from the following day was in a state of nervous disturbance. The interest was as great as might have been shown in the result of a vital national election, because in addition to national rivalry for the victory it was an event of unusual character, and the possibility of disaster intensified the common desire to have the first news from each pilot after his landing.

## LIEUTENANT LAHM'S VICTORY.

Although unexpected by some, who believed more experienced aeronauts of Europe would have the better chance, the first international contest was won by an American in the balloon United States. The victor was Lieutenant Frank P. Lahm, of the Sixth United States Cavalry, who was given first place upon his achievement of 415 miles in twenty-six hours and fifteen minutes. Sixteen balloons started in the race and several of them drifted across the Channel and landed in England. Lieutenant Lahm came down near Scarborough. Santos-Dumont, who represented the Americans in the contest, met with an accident shortly after the start and finished third from the last. Following are the names of the 1900 contestants and the order in which they finished:

1. Lieutenant Frank P. Lahm (America). Descent made fifteen miles north of Scarborough, England, at Robin Hood Bay. Distance, 417 kilometres 48 metres.
2. Signor Alfredo Vassallo (Italy).
3. Hon. Charles Stuart Rolls (England).
4. Count Henri de la Vaulx (France).
5. Captain A. Kindele y Duart (Spain).
6. Jacques Balsan (France).
7. Professor A. K. Huntington (England).
8. Lieutenant Emilio Herrera (Spain).
9. Captain Hugo von Abercron (Germany).
10. Count de Castillon de Saint Victor (France).
11. Frank Hedgus Butler (England).
12. Señor E. G. de Salamanca (Spain).
13. Baron von Hernald (Germany).
14. Alberto Santos-Dumont (America).
15. L. Van den Driessche (Belgium).
16. Ing. Scherle (Germany).

The cup having been won by an American, it then became necessary that the next contest should be held in this country, between April 4 and November 1, 1907, and under the rules each country belonging to the International Aeronautic Federation was invited to compete. In order to become the permanent possessor of the cup a club must be victorious in three consecutive contests, so that should some one of the American defenders win the St. Louis race and the 1908 contest, which would again be held in America, the cup would find a permanent home with the Aero Club of America.

Immediately after the contest in Paris members of the Aero Club of America began arranging for the next contest. Cortlandt Field Bishop, president of the club; Alan R. Hawley and others interested in aeronautic sports visited various sections of the country looking for the most favorable place for the start. Cincinnati and other inland cities were talked of, but finally, in January last, St. Louis was selected as having a greater number of advantages than any other available locality.

As a result of this selection a prosperous aero club

was quickly organized in St. Louis, and many of the wealthiest men took lively interest in the affair. The club was organized on January 7, with thirty-seven charter members, and within three weeks four hundred members were enrolled, with a long waiting list. More than one hundred of the members are worth from \$1,000,000 to \$10,000,000. And ample funds have been provided to do whatever is necessary to make the start of the race a success. The club has taken charge of all the preliminaries and arrangements have been made for providing sufficient gas of a special grade for inflating all the balloons. The gas will be pumped under pressure through a two-foot main from a gasometer holding four million cubic feet of coal gas.

The ascension grounds selected are in the east end of Forest Park, one of the largest parks in the world, and immediately opposite the starting place a building has been leased for a temporary club house. A large part of the park is to be enclosed and seats will be provided for thousands of spectators who desire to witness the start at close range. Everything possible is being done in St. Louis to make the event a grand aeronautic carnival, something entirely new to America and something to be remembered by all who are there.

The Aero Club has obtained pledges from leading hotels that they will not raise rates during the event, and it is expected that the railroads will be induced to make special rates. St. Louis is preparing for a large crowd.

In addition to the international event, in which only ordinary balloons will compete, the St. Louis Aero Club has offered \$5,000 in other prizes to be competed for by any who may have an air-craft to enter. In this competition dirigible, or balloons, propelled by motors, may take part, as well as aeroplanes, or any other type of balloon or airship that has demonstrated that it is anything more than an experiment.

The grand prize of \$2,500 is offered for the dirigible balloon or any aerial machine that makes the best showing, provided it makes the six mile course, turning two goals within thirty minutes.

There is also to be a prize of \$1,250 for the dirigible balloon which makes the best general showing, and a similar prize for the aeroplane or any other style of machine which gives the best account of itself in the competition. The winner of the grand prize will not be allowed to compete in either of the other events.

In case the grand prize of \$2,500 is not won by any of the competitors the money is to be divided equally among the dirigible balloons and aeroplanes or other aerial vehicles, each class getting \$1,250. This will be divided into second, third and fourth prizes as follows:—Second, \$625; third, \$437; fourth, \$312. The first prize in each case will remain at \$1,250.

But citizens of St. Louis will do something aside from the general prizes offered to various kinds of balloons. Four prizes have been announced, as follows, for those who compete in the international race. In that contest the first prize is, of course, the International Cup, but to those who come next to the cup winner the following prizes have been announced:—One thousand dollars to the contestant making second place, offered by Adolphus Busch.

Seven hundred and fifty dollars to the contestant making third place, offered by the United Street Railways Company.

Five hundred dollars to the contestant making fourth place, offered by R. Nugent & Brother.

Two hundred and fifty dollars to the contestant making fifth place, offered by the St. Louis Times.

In the international race the winner of the cup will be the pilot whose balloon comes down the greatest distance from the starting point, and those landing next in order will take the other four prizes. It is not unlikely that additional prizes may be announced before the day of the race.

## REDUCTIO AD ABURDUM.

LONGED to be sylphlike and slender,  
With a figure like mine—Jesse and him.  
On the subject of weight I was ponder,  
So I vowed I would risk, ride and swim,<  
Club mountains and wear rubber clothing,  
Take nothing but dry food and tea.  
For a week I'd a working,  
Like Sara Bernhardt I would be!  
I saw advertised in a paper—  
A "system short, simple and sure."  
"Would give you a waist that would taper."  
A "shape that would always enhance."  
And so I decided to try it.  
I started in that very day.  
Quite willing to go on a diet,  
And resolved to "play fair" anyway!  
They wrapped me in sheets that were steaming,  
And rolled me upon a round floor.  
Until from the pain I was screaming,  
Each time I lay down I was sore.  
They rubbed me with oils and ointments of oint,  
And made me drink gallons of stuff,  
They'd most diabolical notions,  
About never having enough!  
The fat disappeared as by magic,  
But all I was left was a skin and bone.  
Results were the worst I'd imagined,  
For of looks I was as fit as a fiddle!  
I'd been made a joke, I was disgraced,  
And Hans-Jones took care to let me know.  
Their rule of arithmetic I'd broken,  
Of the week there was nothing to show.  
To be sure I'd reduced my waist measure,  
In fact it was barely increased!  
But that did not add to my pleasure,  
I felt quite exhausted by now.  
My face was so haggard and yellow,  
Or wrinkles I had a full crop!  
I sneezed them with snuff and snuff,  
To get their attention to know.  
And look I was spotted and dotted,  
As fresh building chimneys and beams.  
I got all day long without sleep,  
And managed my work in my dream!  
Some day I suppose I'll look down,  
But I'll have a most nasty after!  
Of troubles this one's the most cruel,  
I've not got one thing left to wear!  
So, friends, I pray you take warning,  
And profit by my sad mistake!  
Though you are not seeking meanness,  
Be slow, for your "waist" is safe.  
Be better, by far, to be plump,  
With dimples that lower above,  
"A poor way of winning a hubby."  
By "system short, simple and sure."  
ANNE P. L. FIELD