## THESE MEN OF WEALTH FIND THEIR PLEASURE IN THE AIR

ballooning. He has proved by his cease-less activity that his love of the air is really a deeply rooted passion and not a mere whim of the moment. "How many balloon trips have you made?" the writer asked him on one oc-

caston. Forbes shrugged his shoulders and spread out his hands.
"Two lost track," he said. "After your 50th you forget to count and I made my

A Talk With Harmon.

Clifford B. Harmon, Forbes' old air

raveling partner, is beginning to forsake

ballooning in the more thrilling dangers of aeroplaning, but he has not by any

means entirely lost his love for the

lighter-than-air vehicle. He is in Eu-rope now and he intends to make a num-ber of balloon voyages before the Sum-mer is over.

"In ballooning," says Harmon, "all

50th long ago.

BY HENRY M. NEELY.
Chairman of the Contest Committee the
National Council, Aero Club of America.

Ballooning is no more danger-ous than automobiling; in fact,

greatest sport in the world, and the most

A. Holland Forbes, wealthy publisher, yachtsman and aeronaut, moved painfully on the pneumatic cushion that covered

his chair as he made this declaration. He

had just begun to get about after the

terrible fall from the skies which ended

his attempt to break all American bal-

loon records, and in which he and his companion, James Carrington Yates, had

barely escaped with their lives. Yet

Forbes was impatient to go up again, and

Hifford R. Harmon, son-in-law of E.

been more or less numerous since the

present balloon craze struck America may

present balloon craze struck America may be mentioned Colgate Hoyt, railroad magnate and corporation director; Hugh L. Willoughby, yachtsman, motorist, ath-lete, aviator and founder of the Rhode Island Naval Militia; M. Robert Guggen-

heim, first vice-president of the Scattle the mining and smelting corporations sich his family controls; C. A. Cooey,

the Chicago automobile enthusiast: Au

gustus Post, of the Aero Club of Amer

who has devoted

peaceful citizen.

who has devoted most of his time money to the sport, and young Jay

Probably every one of these men would

seem anything but safe to the average

Forbes' Marvelous Escape. As has been said. Forbes made his

was by no means the first time he had been in extereme peril, for his most sensational drop and most marvelous escape occurred two years ago in full sight of thousands of awestruck spec-

This was in the international dis-

tance race for the James Gordon Ben-nett trophy in October, 1868. The con-

test that year started from Berlin.

Forbes was plicting his big balloon, Conqueror, with Augustus Post, then Secretary of the Aero Club of Amer-ica, as his aide. One by one, eight

of the 23 great gas bags rose majes tically and sailed away to the north

Conqueror was ninth

Suddenly there was a thrill of horror mong the spectators as a puff of what oked like smoke encircled the Con-

looked like smoke encircled the Con-queror. The great bag was seen to split open and the whole apparatus, with its human freight, shot like an immense stone toward the earth over half a mile below. So quickly did it all happen that the first gasps were still in the thousands of throats. Then the hay spread out, forming a signific

Forbes gave the word and his assistants let go. Straight into the air the big balloon rose until it reached a height of half a mile. Then, still rising to 3000 feet, it drifted slowly over a little suburb called Friedenau.

it is much less risky. It is the

THE TROPHY FOR WHICH ALL BALLOONIST STRIVE: THE LAHET CUP

not even the sign of a bruise to carry away as a souvenir of their remarkable "Dangerous," says Forbes, "Not a bit,

"Dangerous," says Forbes, "Not a bit. You can always parachute your balloon and get let down easy."

Nevertheless, all this was far from the case with Forbes' last accident, which was the cuimination of an ascent he made last May from Quincy, Ill., with the avowed intention of preaking all balloon records either from duration of flights, altitude or distance covered, or any two or all three of these. And despite the accounts of the accident published at the or all three of these. And despite the accounts of the accident published at the time, here for the first time is told the real story of the affair. Mr. Forbes says so, adding that he guesses he has read every account of his thriller published.

reiterated his declaration that aeronau ties was the king of sports and not at all myself started at half past 6 in the evening." Mr. Forbes told me, "and we hazardous.

It is wonderful the hold that ballooning has taken upon wealthy men of this country. The resters of the aero clubs of the country abound with names whose owners have made wealth that runs closs evening." Mr. Forbes told me, "and we rose to about 2000 feet, traveling south-east in a very light wind. All night we drifted back and forth, getting nowhere until nearly 8 o'clock the foliowing morning, when we struck an east-southeasteriy wind and went straight to our landing place. At 11:40 we had reached a height of 15,000 feet and struck as snow storm. to the seven-figure mark or even above, and one authority's estimate that the money represented by the Aero Club of America alone is near \$400,000,000 is proband struck a snow storm. An hour later we passed through another. At 2 o'clock in the afternoon we made one of the records we were after by reaching an extreme altitude of 29,600 feet. This is 2006 feet higher than any authorized altitude over made in America. ably not far wrong. Charles J. Glidden, the man whose tro-

Charles J. Glidden, the man whose trophy has made the Glidden tour an automobile classic, can be lured from his car at almost any time by the promise of a flight in the air. A. Bond Lambert, millionaire manufacturer of St. Louis, is in the very forefront of the aeronautic movement in America. Cortlandt Field Bishop, president of the Aero Club of America, has already spent lavishly out of his big fortune to prompte both balcar at almost any time by the promise of a flight in the air. A. Bond Lambert, millionaire manufacturer of St. Louis, is in the very forefront of the aeronautic movement in America. Cortlandt Field Bishop, president of the Aero Club of America, has already spent lavishly out of his big fortune to promote both ballooning and aeroplaning. Henry S. Graiz, wealthy clubman of Philadelphia, is in Europe now, preparing for his tenth balloon trip, which will entitle him to a pilot's license under the international rules.

accessible inhabited spot on the whole continent of North America. The near-Benedict, holds American aerial rec-ds. Arthur T. Atherholt, of Philadel-ia, whose business connections have est railroad station to Crailhope is Horse Cave, 21 miles away. "As we trailed along the appendix line him known all over the State of

uddenly broke loose from the concen-Pennsylvania, will forsake commerce any day to go up in a balloon. Professor A. Lawrence Rotch, the famous meteorologist, who has made the Blue Hill observatory famous, sails the sea of air in balloons both for science's sake and suddenly broke loose from the concentrating ring which is just above the basket. There was so little gas in the balloon at the time that the bag elongated with the weight of the basket, the rip cord, which was tied at the end, was not quite long enough to allow for the unexpected stretch and the ripping panel on ton of the balloon was increases for pleasure's. And among many other men of wealth whose trips in the air by means of the modern dirigible gas bag have on top of the balloon was torn open for a few feet, just enough to allow the escape of the little gas that remained.
"I cannot describe the sensation of that 350 foot drop to the ground. We were not high enough to give the balloon time to parachute, and that is why we

re hurt.

I have a faint recollection of trying to the besket ready to spring out and bending my knees to meet the shock landing. Then subconsciously, I ulled our pneumatic mattress under us this mattress that I am sitting on now and that was all that saved us.

We were both stunned by the fall for

"We were both stunned by the fail for a few moments. Then some men came to us and we were carried on improvised litters into a cabin nearby. We were so badly shaken that we could hardly move, but there was no truth in those stories of our being overcome by gas and hovering between life and death.
"We had fallen into a place locally known as Boston's Bottom and we were carried to the house of a farmer named Bastin. People came from miles around to see us, for none of them had even heard of a balloon before. They were very primitive and most superstitious, and almost every one of them believed at first we were some kind of superinsist with Forbes that callooning is no more dangerous than automobiling, yet if they were to sit down and tell of their aerial experiences, the stories would be found to abound in adventures that would declaration while he was still suffer-ing from the effects of a bad fail. But at first we were some kind of super-natural beings. We heard of many fun-ny stories to account for our presence in the sky and they all show the super-stition of the people.

"Just before our fall, while we were

trailing 300 feet high, we saw one man fleeing before us in a perfect panic. When he saw that we were overtaking him, he wheeled around and fell to his knees and shouted: Twe never killed nobody and I've never gambled much but, O, Lord, I've lived a h--- of a life! Please forgive me.

A. Holland Forbes is the best known

of all the American balloonists. With Clifford B. Harmon as his aide, he suc-ceded in winning the international en-furance race from Indianapolis in June, staying in the air for 36 bours. He and Harmon together owned the balloon New York, in which this record was made, Harmon afterward buying Forbes' share. Forbes now pins his faith to his new balloon Viking.

It was in the New York, however, that he won the Lahm cup, which he still holds. This he accomplished on October 12, 1909, with Max C. Fleischmann, an-

split open and the whole apparatus, with its human freight, shot like an immense stone toward the earth over half a mile below. So quickly did it glights on record, traveling 597.17 miles all happen that the first gasps were still in the thousands of throats. Then the bag spread out, forming a gigantic parachute, checked the descent just as the two men in the basket seemed to be plunging down among the roofs of the village.

There was a wild rush to the spot from all directions and the news flashed along a score of telegraph and cable lines that the two Americans had met a frightful death in their fall from the say. But the police found tham on the soof of a

A. Holland Forbes, Publisher, Yachtsman and Aeronaut Who Pronounces Aerial Navigation Less Risky Than Automobiling-Clifford B. Harmon, Who Has Made More Than Fifty Ascensions and Declares That While Ballooning All Care Is Forgotten-Arthur T. Atherholt, One of the Best-Known Amateur Balloonists in America-Cortlandt Field Bishop, Most Widely Known of All American Aeronauts-Colgate Hoyt, Charles J. Glidden, A. B. Lambert, Professor A. Lawrence Rotch and the Record Ascensions They Have Made



PROF. A. LAWRENCE ROTCH.



COLGATE HOYT,

know where he was and he took up his megaphone to ask the man below him. "Giddap!" shouted the farmer to the team, and the horses started.

ceam, and the horses started.

"Whoa!" called Harmon through his megaphone, and the horses stopped.

The farmer gazed all about the field to find the man who was playing the joke on him. No one was in sight.

"Giddap!" he ordered again, and again the team started. the team started.

"In ballooning," says Harmon, "all cares leave you. All that is earthly—sven the nearest things—even your debts leave you. If you are in any trouble and want to be relieved, my advice is to take a balloon trip. It is the most delicious, quietly peaceful sensation in the world." Harmon has made scores of ascents since going up for the first time about two years ago.

Harmon won his pilot's license very soon after his first trip. This requires ten ascensions, one of which must be made alone. On the final trip by himself Harmon had many amusing experiences, but the one which he delights most in telling has to do with an honest Connecticut farmer who was plowing in his fields with a team of horses when the aeronaut, unseen by man or beasts, passed over them.



NAVIGATING THE AIR

earnestly in all directions except upward; he walked in a wide circle about his plow, searching the fields and distant woods and then, muttering to himself and shaking his puzzled head, he returned to

shaking his puzzled head, he returned to his work.

"Giddap!" he commanded.

"Whoa!" said Harmon, and once more the horses stopped.

This time the farmer located the source of the voice and turned a scowling face

"How far am I from Pittsfield?" asked Harmon politely. "You come up here and do it!" dared

upward.

"You come down here and I will!" shouted the angry farmer. So Harmon slowly drifted away, but as long as he was in sight the son of toll stood shak-

sing his fist and shouting the direct kind of threats at the aeronaut.

Some time ago, at Los Angeles, Harmon was asked to make an ascension in the New York for the purpose of setting records for the Coast to spur local Twenty years ago or more Philadelphia was the center of ballooning activity in this country. Fairmount Park, the great public playground of that city, was the scene every Summer of ascensions by Wise, King, Donaldson and the redoubtable Squire McMullen, the local political dictator, who went up regularly on the Fourth of July. On these occasions, the most fascinated spectator was a little boy, 12 to 15 years of age, who could not be kept back among the crowd, but who insisted, in spite of all, in edging up to the aeronauts and piping: ting records for the Coast to spur local aeronauts to greater activity. With his friend, George B. Harrison, he rose, but found that the only wind they could get was blowing them toward the ocean, only 12 or 14 miles away. Harmon believed that there must be an upper current that would blow them east, so he threw over ballast and in 26 minutes they had risen to a height of 11,200 feet.

They found the sir current that they

and then, below them, there spread the limitless desert, with not a chance of relief if they landed in it. Harmon valved quickly, and they dropped in 24 minutes to within 600 feet of the earth, where the aeronaut, always experimenting, tried to see how quickly he could check the descent. This he did when they were within 250 feet of the ground and again they rose to a the ground and again they rose to a land-the following carefully all these years and the ground and again they rose to a land-the following carefully all these years and the ground and again they rose to a land-the following carefully all these years and the ground and again they rose to a land-the following carefully all these years and the ground and again they rose to a land-the following carefully all these years and the doughty doctor was thrown to

that the doughty doctor was thrown to the floor, something struck him on the head and he was knocked senseless. The ing place. Suddenly they saw the glare of an suddenly they saw the glare of an automobile headlight thrown on an open field.

"Land here!" shouted a voice. "It's the only open spot around."

They had only six bags of ballast left and they had to act quickly. Harmon valved and shouted to Harrison to pull the ripping cord.

"She won't rip!" yelled Harrison, and they found they had both been hauling on the same rope. Down through trees and telegraph wires they plunged and brought up with a bump on the third story gable of a house, with the balloon and netting thrown over the roof and holding them up. They heard screams within and finally the gable window opened and the man of the house admitted them. The women and children were gathered in a room beautomobile headlight thrown on an

America's Widely-Known Aeronaut. aeronauts and plping:
"Say, mister, won't you please take
me with you?" He was invariably forcibly ejected from the magic circle and invariably he blubbered through his tears:

all American aeronauts, not because of his actual ballooning, but because, as president of the Aero Club of America and vice-president of the International Aeronautique Federation, he devotes practically all of his time and money to pro-moting activity in ballooning and aviation. When the first international aviation meet was held at Rhelms, France, it was meet was held at knelms, France, it was found that America could not send an entrant, the Wrights being too busy and Glenn Curtiss being unable to stand the great expense involved. Bishop, by his generosity, made it possible for Curtiss to compete, and the result was that the

It was made with Major Henry B. Hersey in the balloon United States in the international race for the Gordon-Bennett trophy from St. Louis, October Lieutenant Lahm and Hersey had won the international race from Paris the year before and had brought the con-test to this country. Lahm himself in-tended to pilot the balloon and Hersey, who had been in charge of the Walter Wellman balloon polar expedition, came down from Tromsoe to Paris only to find Lahm helpless with typhoid

You wait until I'm big enough. I'll

do it anyhow."

The boy was Arthur T. Atherholt, today one of the best known amateur
balloonists in this country. He has
kept his threat and has "done it any-

ow," but he had one experience which

brought back to his memory with tragic significance the men whom, as a boy, he had almost worshiped in Fairmount Park. This was on his third ascent, which was the one that made Ather-holt a National figure in aeronautics.

do it anyhow."

ARTHUR T.ATHERHOLT (IN BASKET). WHO TAKES PART IN BALLOON

children were gathered in a room be-low, all on their knees praying to be saved from the earthquake that they thought had struck their house.

Boy Who Realized His Ambition.

You take the balloon to America,'

Said Lahm, "and find the best man you can to be your aide."
Hersey came over and the officials of the Aero Club of America advised him to get Atherholt. The latter jumped at the chance and they rose dumped at the chance and they rose among the seven other big air craft, keeping low and sailing northeast while the others rose high and caught currents that drove them southeast. Atherholt and Hersey went out over Lake Michigan at Zion City and for three hours hovered over the water. Atherholt curied himself up to catch some of the sleep that he had not had for two nights. Just as he was about to lose consciousness. Hersey pointed to lose consciousness. Hersey pointed over the side of the basket and said

calmly:
"That's about the spot where old John
"That's about the spot where old John Atherholt shuddered and curled up

"And there," continued Hersey, where a stage driver along the shore saw the body of Newton E. Grimwald, Wise's companion. There was a diary in his companion. There was a diary in his pocket and the last entry read, 'At last I

pocket and the last entry read, At last I have risen in the world.' Poor fellows! I wonder how it happened."
Atherholt, new to the game, gritted his teeth hard and hoped that the list of casualties was ended. But, a few moments later, Hersey remarked in a matter of fact tone:
"And it was somewhere near here that

This was too much for Atherholt, The memory of the two men whose ascen-sions had stirred his own boyish ambitions, and who had mysteriously died in the waters he was now crossing, drove all sleep from him and he finished the journey standing. Since then, Atherholt has made seven

other ascensions and he needs only make one by himself to win a pilot's Perilous Trip of a Novice.

Atherholt's very first opportunity to make an ascenaion came in the Fall of 1906. The owner of the balloon, Initial, had lent it for a day to a physician who claimed to have made scores of ascents The doctor agreed to take

head and he was knocked senseless. The novice at once took charge of the balloon. Two bags of ballast were thrown overboard and the balloon shot up to a height of 1000 feet. For 200 miles they flew over the earth, blowing up over New York state and back again until they were hovering over Rockaway, N. J. Twice they dropped suddenly toward a lake, the second time humping the car upon the surface of the water and over-

lake, the second time humping the carupon the surface of the water, and overboard went all the ballast, water cans,
tarpaulins and everything that was
throwable. Again they ascended and
caught a current of air, which carried
them away from the danger of the lake
and brought them down eight miles away,
a distance which they traveled in less
than ten minutes. The novice afterward
learned that the redoubtable doctor had
made just two previous ascensions, both
in charge of some one eise.

On Atherholt's next ascension the rip
cord refused to work when he wanted
to land. There was a 40-mile gale blowing and it dragged him and his companion
500 yards, leaving behind them a trail of
clothing, aeronautical instruments and all

clothing, aeronautical instruments and all sorts of detachable articles, and finally throwing the basket against the stump of a tree, with half of the balloon strung across a creek in front of them.

When, in 1909, none of the pilots of the Aero Club of America was able to go to Switzerland to represent the United States, Cortlandt Field Bishop defrayed the expense of Edward Mix, and J. C. McCoy, of Newark, N. J., another wealthy aeronaut, loaned his full-sized balloon America II, and the result was that America again won.

American flew away with all the honors. Bishop was born in New York City 45 years ago. He is a member of a great many clubs and is an automobilist as

well as an aeronaut.

Colgate Hoyt, another aeronautic enthusiast, was born in Cleveland, O., 61, years ago. He intended to follow his father as a lawyer, but an Injury to his eve made this impossible, and he entered the real estate business in Cleve-land, where he still has substantial hold-ings. In 1881 he moved to New York and entered Wall street and a year later President Arthur appointed him Govern-ment director of the Union Pacific Rall-road. In 1884 he was regularly elected. Since then he has been prominently iden-tified with the Northern Pacific, the Wisconsin Central, the Oregon & Trans-

Wisconsin Central, the Oregon & Trans-Continental and many big financial con-cerns outside of the railway world. Charles J. Glidden's wonderfully active life has been so often "written up" in connection with the Glidden tour that it connection with the Glidden tour that it is unnecessary to repeat it here. Glidden has become an enthusiastic balloonist and has made many ascensions in New England in his Boston. Most of these trips have been peaceful ones, but the bag has been pierced by rifle bullets fired at the aeronaut, and he once landed at night in a pasture, to be charged by a bull and to find that he was five miles from the nearest house, but his miles from the nearest house, but his enthusiasm is not a whit dimmed by such A. B. Lambert, of St. Louis, head of

the new movement to form a representa-tive body of the sero clubs of this coun-try, is largely responsible for the fact that St. Louis is today one of the aero-nautic centers of the United States. Lambert is only in his 30s. He has won baloert is only in his see. He has won bal-loon pilots' licenses from the Aero Club of France as well as that of America; he founded and was for two years presi-dent of the Automobile Club of St. Louis and won the Missouri state gold champlonship in 1998. In his absence abroad in the interests of ballooning he was elected a member of the St. Louis coun-

Professor A. Lawrence Rotch, founder and director of the Blue Hill Meteor-ological Observatory, has gone further, perhaps, than any other scientist in the study of atmospheric conditions far above study of atmospheric conditions far above the earth, both as recorded by kite and baloon. He is a member of the Aero Club of the United Kingdom, an original member of the Aero Club of America, was first president of the Aero Club of New England and is now president of the newly organized Harvard Aeronautical Society.

The National elimination balloon races, to determine the three competitors with the interpretable in the inte

shall represent America in the interna-tional race this year, will take place in Indianapolis in September. (Copyright, 1910, by the Associated Lite erary Press.)

OPEN-AIR THEATER NEAR DANISH CAPITAL PROVES GREAT SUCCESS

Regular Season Being Over, Leading Players of Kingdo m Lend Efforts to Drama on Nature's Stage, and Proceeds Go to Fund to Take Poor Children to Country.



DANISH TRAGEDY SCENE AT THE NEW OPEN-AIR THEATER AT KLAMPENBORG.

COPENHAGEN. July 23.—(Special.) is formed, flanked by noble beeches.

Though Oberammergau, with its Paston Play, remains the central attraction of Europe, other countries are Though Oberammergau, with its Pas-sion Play, remains the central attrac-tion of Europe, other countries are staged. establishing open-air theaters with na tural advantages no less remarkable, Such, for example, is the theater just opened at Klampenborg, about six miles outside the Danish capital, which has already become famous throughout Ssandinavia.

To open the season the national drama, "Hagbarth og Signe," was played, followed at later performances "A Midsummer Night's Dream." The regular theater season being over all the best players in Denmark are avall-able and they act with the greater readiness because all the profits go to

the minimum necessity for assistance from man. Seats are arranged for an audience of 4000, but such are the advantages of the surroundings that all can see and hear admirably. The ground slopes gently at that point in the police sound tham on the saof of a baustible, especially when he talks of the woods, so that a complete colliseum

that the spirit of such a play seems to

dwell in that forest clearing.

The stage, intended to present reallities, has no unnecessary ac-essories.

It is flanked only by two cleverly designed birds of mystery, supporting bowls from which bonfires flicker with

In the opening drama, "Hagbarth og Signe," by Adam Ochlenschlager, one of the most famous Danish writers, the play begins with four men blowing their "Lurs"—mighty horns, the oldest musical instruments extant. Only a few specimens have been found in Den mark, but these, though they have been buried for 2000 years or more in the earth, still possess a tone of strangely beautiful, soni-attring quaiity. Imagine the echoes of these notes sounding through the shadowy forests as though calling the players to the grove that serves as stage. There is no need to describe the play

gathering gloom, with a convincing reality that reaches its climax when the distant evening bells fail upon the ear. giving the conviction of hushed nature only fitfully disturbed and far from

the throbbing haunts of men.

And when, over the tree tops the new moon shows her crescent brightness, the 6000 spectators—for quite 2000 have to stand at each performance, so far file out like a monster parade on the road to Copenhagen. Steamers, trains and streetcars are at their service, but a great many linger in the forest re taurants that have sprung up in the

The ordinary charges for seats are cents and 50 cents, but on occasions when the attendance of the Cabi

There is no need to describe the play in detail, but some idea may be given of the magnificence of the performance when it is pointed out that there are no space restrictions as in ordinary theaters. Warriors can troop upon the scene; maldens may dance into the open sward, or a torchlight procession of this Summer.

net and society makes it a gala per-formance, these prices are doubled. As Scandinavian women go in their best toilets measures have been taken to notify them of the local weather condi-tions. If there is to be no perform-ance because of showers, subscribers are informed by telephone at 4 o'clock