

ROBERT G. J. NEELEY:
"UFOs OF 1896/1897. THE AIRSHIP WAVE"

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This book is gratefully dedicated to my wife, Bonnie, and my children, Dawn, Heather, and Boboy, who reluctantly, though unselfishly, sacrificed our valuable time together on vacations, days off, and evenings so that I could spend the necessary long hours in libraries.

I would like to acknowledge and extend my appreciation to the following:
Fund for UFO Research for the grant;

The following researchers who have supplied some material: Jerry Clark, George Eberhardt, Jean Sider, and special appreciation to Lou Farish and Eddie Bullard, who have supplied much material and encouragement;

And to all the librarians and library aides who tolerated my requests for microfilm and bound volumes of newspapers and special appreciation to the staff of Decatur Public Library and Rolling Praries Library System for their invaluable assistance and bending of rules.

A JOURNEY BACKWARDS

"The passing of the visitor over this city was noted by quite a number of persons. It was pursuing a southerly course, and seemed bound for Siltroy. It floated directly over the electric tower, and was visible by the frequent flashes it sent forth for about fifteen minutes, when it disappeared.

"Eugene Barre, the night operator of the Sunset Telephone Company, was one who saw the sight, as he had kept watch for it. When seen in regard to the affair, Barre told the following story.

"A friend of mine, an operator in San Francisco, saw the machine flying over the Ingleside track at about 6:30. At about 10:45 he telephoned me to be on the watch for it as it was moving toward San Jose. I kept a sharp lookout from that time on, and about 11 o'clock I saw the arrangement over the electric tower. It did not seem to me to be over fifty feet above the tower, and was moving south at a very slow rate of speed. The ship was visible by the frequent flashes thrown from it. The light was strong and looked as if it were a gas or an electric light of high power. The flashes were only for a moment at a time, but from what I could see during that time it was shaped something similar to a carrot. The bottom of the car seemed bright, as if made of aluminum or some other bright metal. The rate of speed must have been very slow, for it was visible for over fifteen minutes."

"Several of the other boys employed at the office witnessed the flight of the machine at the same time as did Mr. Barre and corroborated his tale. The ship could not have gone very far south, as about midnight it was seen passing over this city in swift flight bound in the direction of, and presumably for, San Francisco. On the return trip the light was seen by several parties."

"Gas City, Ind., special to Indianapolis Journal: About 3 o'clock this afternoon hundreds of the inhabitants of this city were amazed and startled on looking up to the heavens to see approaching from a northwesterly course what appeared to be an immense bird. As it approached it came nearer the earth and the outlines of the flyer could be distinctly seen. It was in the shape of a cigar and was propelled by broad canvas wings. People rushed to the point where they thought it would land, but all were fooled. The air-ship, for such it proved to be, lighted in a field on the Foust farm, about one mile east of this city. Cattle and horses were terrified and consternation reigned supreme."

The above UFO reports could have been taken from to-day's paper, or it could appear in the paper tomorrow morning. It could have even appeared in yesterday's paper. In a sense, they are from yesterday's paper; the first appeared in the San Jose (CA) Mercury of November 25, 1896, and the second in the Indianapolis (IN) World of April 17, 1897. Had they been isolated reports, they would be of little interest. However, they were not. They are only 2 of over 2,000 substantiated reports of a strange object, or moving light, that was seen throughout the United States from November of 1896 to May of 1897. These 2,000 plus reports represent America's first known UFO wave. A wave can be defined as a sudden increase in UFO reports during a short time, usually lasting 2-3 months. The people of 1896/1897 called the craft an airship, since as far as they were concerned it was some flying machine. The whole wave has become known to UFO researchers as the airship wave of 1896/1897. Throughout the following pages, it will be referred to as the airship wave.

The existence of the airship wave is nothing new. Of course, the newspapers and magazines of 1896/1897 carried thousands of articles about it. For some reason, it faded into complete oblivion until the 1930's. A WPA project in Nebraska was the first compilation of airship reports. This compilation was from the major daily and a few weekly Nebraska newspapers. Numerous articles have been based on this compilation. The first of these appeared in the Prairie Schooner, Winter 1938, Vol. XII, # 4. It again faded into oblivion, only to resurface in 1947. On June 24, 1947, Kenneth Arnold saw 9 disc like objects, while flying near Mt. Rainier, Washington. This marked the beginning of the modern UFO era. UFO reports began appearing in newspapers across the country. Many of the early articles made references back to the airship reports of 1897. It is now very seldom that a UFO book does not devote several pages, in most cases a chapter, to the airship reports. In the flurry of newsstand UFO magazines and paranormal magazines of the 1970's, many articles were published concerning the airship.

Since the mid-1960's, several researchers have accomplished local and limited studies of the newspapers of the airship era. A few researchers did extensive, but not complete studies of their home state. George Eberhardt published his study of most Ohio papers in the Winter, 1977, issue of Pursuit.

In 1974 Loren Gross published his study of California papers in a booklet titled "The UFO Wave of 1976."

This brings us to my study. Shortly after reading Loren Gross' booklet, I became interested in doing the same with the Illinois papers. My findings were published in Vol. 1, No. 1 issue of The Journal of UFO Studies. While doing this research, I noted the many references to reports from adjoining states. I began a study of newspapers from these states. Before I knew it, I was obsessed with the airship and was viewing newspapers from all over the country. This was being done through interlibrary loan of newspaper microfilms. This process is very time consuming and, at times, frustrating. I realized that for me to see all available copies of newspapers from the airship era, it would take more years than I have to devote to it. I received a grant from the Fund for UFO Research which enabled me to make trips to the libraries that held large collections of 1891-1897 newspapers. By the end of this 3 year study, 4,935 different newspapers were viewed. Rather than list all of the newspapers viewed, a listing of the number of papers seen per state is below:

ALABAMA	57	ARIZONA	18
ARKANSAS	50	CALIFORNIA	68
COLORADO	91	CONNECTICUT	27
DELAWARE	8	D.C.	6
FLORIDA	10	GEORGIA	65
IDAHO	36	ILLINOIS	280
INDIANA	201	IOWA	279
KANSAS	368	KENTUCKY	62
MAINE	31	MARYLAND	24
MASSACHUSETTS	121	MICHIGAN	173
MINNESOTA	339	MISSISSIPPI	40
MISSOURI	195	MONTANA	30
NEBRASKA	480	NEVADA	26
NEW HAMPSHIRE	43	NEW JERSEY	66
NEW MEXICO	14	NEW YORK	172
NORTH CAROLINA	63	NORTH DAKOTA	44
OHIO	235	OKLAHOMA	65
OREGON	70	PENNSYLVANIA	178
RHODE ISLAND	28	SOUTH CAROLINA	33
TENNESSEE	55	TEXAS	63
UTAH	30	VERMONT	38
VIRGINIA	50	WASHINGTON	52
WEST VIRGINIA	53	WISCONSIN	319
WYOMING	14		

CANADA 12

I would like to say that I had seen all of the above papers. However, I did view at least 4,400 of them. The rest were viewed by those researchers mentioned in the acknowledgements and copies of their findings were sent to me. It would be virtually impossible to see all of the newspapers published during the airship era. The greatest problem is locating the papers. Most states have a central depository where the papers are located. This is evident from the above listing where large numbers of papers were seen from one state. Several states, such as New York and Texas, do not have a central depository and the papers are literally scattered all over the state in various libraries. It would be very time consuming and expensive to make a trip to each of these libraries. There has been a sudden interest in creating even larger central depositories in many states. For instance, I first completed my study of Illinois papers in 1978, having seen all that were at the Illinois State

Historical Society. In 1985, I had learned that they had located an additional 35 newspapers and had added new titles to their collection. However, I can safely say that between 90% and 95% of the papers have been viewed. And the amount of data asounded me. I had amassed 27 large 3 ring binders full of clippings.

It is interesting to note that the recollection of older reports was evident in several reports of 1896/1897. The following extracts show that there were similar reports prior to the ship wave. The St. Louis (MO) Star of April 13 printed the following dispatch from Wilmington, Del.: "Since the mysterious ship has been reported from the West, a number of farmers here declare that they saw the same heavenly visitor over Delaware in January."

In a letter to the editor of the Springfield (MO) Republican of April 20, a man at Walnut Grove, Mo., points out "Ezekiel's account of the appearance to him of a flying machine peopled by electric forces and wheels."

The Atchison (KS) Globe of April 14th gave the following to its readers to ponder: "Was it a star of unusual magnitude and brilliancy that guided the shepherds to the manger where the infant Christ lay, or an airship? Late developments would prove it was an airship."

Several old country Germans contend that the mystery is a return of the phenomenon that worried residents of Germany over 30 years ago, and created the impression at that time that the end of the world was near at hand. The report claimed to have been visible in Germany at that time was called the "Devils army," and when it was visible brought the superstitious to their knees" as reported in the Des Moines (IA) Iowa State Register of April 13.

The Deseret Evening News of Salt Lake City, Utah, of April 13th stated: "Some years ago a detachment of the Russian army had maneuvers in Poland not far from the German frontier. Russian officers several times reported that they had seen balloons flashing searchlights over their camp, and concluded that German military authorities are the passengers of a secret air navigation."

In the News of Indianapolis, Ind., of April 13, a Prof. Barrett of the signal service of Chicago, Ill., said the same thing was seen and described 25 to 30 years ago.

The Maine (ME) Dispatch of April 12 said the ship had been seen in Mt. Vernon, Ill., in June or July of 1896.

The Iffitt (ID) Daily Tribune of April 29 printed reference to the aerial prodigies in Livy's History of Rome.

Throughout the ship wave, the ship was "used" in many fashions. The most common and popular use of the ship was in the form of an advertising medium. This will be covered in the chapter on theories. Perhaps, the most interesting, and entertaining, use was in the form of political satire. Some of the following are quite biting.

"The mysterious ship which has been seen in different localities, lately, was observed here, Tuesday night. It was first seen by several Republicans, coming directly from the east on a wave of prosperity," at the rate of 100 miles per second. Upon reaching our prosperous little town, it circled three times around and over it, then came to a dead halt directly over the Republican headquarters, which is situated near the center of it.

At this the Republicans became very enthusiastic and overjoyed, and began shouting (the Democrats seemingly to not fully understand). Prosperity has reached us! Confidence has been restored! Hurrah for the gold standard," etc., etc., when suddenly without warning the ship exploded, extinguishing the light, scattering the fragments in all directions, and leaving all in total darkness. The Republicans at once became frightened, and retreated to a place of safety, fearing they would be struck with too large a chunk of prosperity, and that they could not stand the sudden change. "Next day when the scattered fragments of the ship was picked up and examined closely, it was found to have contained broken promises, our lost confidence, Mark Hennah's gail, McKinley's promised prosperity, our share of the profits to be derived from the Dingley Bill, and to remind us that we are the most prosperous and favored people on earth. Democrats are now looking for a ship that will announce to the Republicans the large Democratic gains which have been made in the Eastern states in the last elections." This appeared in the Liberty (MO) Advance of May 7, taken from the St. Joseph (MO) Gazette, and was under the title "Airship at Oak, Mo."

Concerning a local sighting, the Junction City (KS) Weekly Tribune said, "...but it is thought that Chester I. Long was among them-looking for a soft spot to fall when his premature gubernatorial boom burst."

"The airship is equally as illusive as the McKinley ship of prosperity," as stated in the Leavenworth (KS) Standard of April 8.

The Ellsworth (KS) Messenger of April 8 stated that "In confidence it may be whispered that the alleged airship which has been so extensively 'seen' is really the returning prosperity that McKinley promised us. For various reasons it sees fit to travel only at night and to stay out of reach."

The April 16 issue of the Buffalo (KS) Advocate said, of the airship: "Most likely it is the gold standard prosperity hovering aloft and afraid to alight."

The Mt. Airy (IA) Journal of April 15 said that the airships "are committees of investigations sent out from Washington City by McKinley, Hanna, Dingley, and Co., in search of the 'wave of prosperity' promised the people..." and that "airships, the promised 'wave of prosperity', is one of the greatest fakes yet produced to deceive the people-they are both delusions-simply delusions."

The Algona (IA) Courier of April 15 stated, "But now its (the airship) nature and purpose have been discovered. It is the genius of the McKinley administration looking for that promised prosperity. Like the wandering Jew it will look in vain."

The Paulding (IO) Democrat of April 22 ran an article which said the airship had been seen at Antwerp. A Republican who saw it said that the word "prosperity" was neatly painted on the side.

The Hillsboro (IO) News Herald of April 29 printed an account of the airship being seen at Marshall, O. "On its sides in blazing jewels was the name 'Prosperity.'"

"The airship is doubtless a providential dispensation to enable the producers and consumers of America to escape the oppression of the Dingley bill by sailing far over the custom houses," so indicated the Daily News of Galveston, Texas, in its April 21 issue.

The Franklin (IN) Democrat of April 23 said: "That mysterious object in the sky is nothing but the old ship Confidence loaded with prosperity. Now lets all keep still and see where she lights."

"From last reports the mystic airship of the West was hovering over Kentucky. What an act of mercy it would perform if it would only visit Albany, swoop down upon the Capitol and fly off with some of the crazy legislation which the present legislature is trying to enact," as was the desire expressed in the Albany (NY) Times Union of April 19.

There were numerous humorous statements concerning the airship. Most of the following are in this manner. However, there are several of the anecdotes that are of a more serious line.

"The airship continues its nightly voyages and newspapers contain glowing accounts of the mysterious visitor. Before long we may expect to see them sailing along at all hours, but won't people of earth should any of the passengers get 'sea sick.'"

-From the Galena (KS) Times of April 15

"One man is regretting today that he witnessed the ascension of the balloon on Tuesday evening. Two streetcar-men witnessed it. One asserted it was the airship, the other that it was a balloon. One word led to another and now one of them is wearing a beautiful black-eye."

-From the Cedar Rapids (IA) Republican of April 15

"That mysterious 'airship' has already led to one murder. Two Chicago men were discussing the strange thing that is said to have been scouring the heavens, and one of them fractured the other's skull with an ax."

-From the Delphos (IO) Weekly Herald of April 22

"The airship (?) was the cause of a good deal of fun Thursday evening. The show company had a full house and many were obliged to stand. But a job was put up on those who had comfortable seats. Two or three of the standing aggregation went down stairs and when they came up again the airship was said to have been visible. Well you never saw a greater rush than occurred then emptying several rows of chairs, which were promptly taken by those who had been standing. It was a good joke all around."

-From the Hankinson (ND) News of an April issue

"We have been asked several times about the air ship and what has become of it. The last news we have before going to press is that it lit on Mount Nebo day before yesterday and Ben Kingery came near getting a shot at it. It cackled very loud when it flew up and on going to the spot Ben discovered it had laid an Easter egg."

-From Greene (IA) Iowa Recorder, April 20, 1897

"Will Royce, who has returned home from his western trip in the interest of the Owosso Carriage Works, informs the Daily Argus that he made the trip from Orono to Chicago in the air ship. Will enjoys aerial navigation, the only objection being the chilly atmosphere. He scouts at the boast of George Haskell that he, too, has enjoyed a ride on the strange craft that has attracted so much attention of late."

-From the Owosso (MI) Daily Argus, April 19, 1897

The San Diego (CA) Union of December 10, 1896, reported on James Lewis, who claimed to have taken a trip in the airship from San Diego to heaven. He was kept in jail until his hearing and he was filthy dirty and a foul odor came from his cell. The judge found him insane and committed to the Highlands insane asylum.

The Green Bay (WI) Daily Advocate of April 15 published a story by a reporter who met with Mrs. Byron Thum. Mrs. Thum was a firm spiritualist and a successful medium. She had painted a picture of the airship and said that a spirit guided her hand. The drawing showed an oblong object, 20 or 30 feet long, wings, and designed after the fashion of a rooster. There was a parachute attached to the top and at each end was a ballast arrangement. He looked closely and saw the outlines of two men in the rear operating the steering apparatus.

We are now ready for a journey backwards through the files of the newspapers. Unfortunately, you are going to miss the long hours on the road and those spent viewing microfilm. You will miss the musty odor of original copies of the bound volumes of newspapers that have sat undisturbed for many years. And most of all, the overwhelming frustration of arranging the vast material into a usable form.

THE AIRSHIP IS SEEN

Strange aerial objects have been seen in the sky since man first looked up. UFO reports can be found in many journals and chronicles from every century of recorded history. The majority of them were of strange, moving lights. There were a few that described objects such as is being seen today. The airship wave was the first known concentration of UFO reports. However, it is very possible that there is still an earlier such wave that has yet to be discovered.

It would be very difficult to pinpoint when the airship wave began. There were several sightings of moving lights in late October and early November of 1896, in California. It appears that the actual wave began shortly after a dispatch appearing in the San Francisco (Ca) Chronicle of November 17, 1896. It reported that a man in Hoboken, N.J., had built an airship and would set sail for California in a few days. Even on the day that the above article appeared, there were 14 reports of airships being seen. On November 21 there were 34 reports from the San Francisco and Oakland, California, area. By the end of November reports had arrived from all over central California and even some from Nevada, Washington, and Oregon. There was a continual decline in reports throughout December and it essentially disappeared around the 17th. The airship seemed to have lost interest in the West Coast and left.

During January of 1897, there were only 4 recorded reports of the airship being seen. In February, it became evident that the airship was moving east. Reports of the airship were scattered throughout the month. Almost all of the reports were from Nebraska. During the first half of March, it was still being seen in Nebraska. However, by the middle of the month, it began another eastward movement. It was now appearing over Kansas with a few reports coming from Michigan, Wisconsin, Iowa, and Nebraska.

And now April arrives. All hell broke loose. It appeared virtually all over the United States. Newspapers from every state carried articles concerning its nightly flights. By the middle of the month, reports were coming in at a rate of over a hundred a day. It then began to slowly taper off throughout April and into early May. By the middle of May, it again all but disappeared.

There were numerous reports from Canada during the summer and fall of 1897, but it is felt that they were not a part of the American airship wave.

This is essentially what the airship wave was. And now for a more detailed analysis of the reports.

Research through the pages of the 4,933 newspapers turned up 2,274 reports of airship sightings. Naturally, the first step was to separate the identified and the unidentified. The identified group consisted of the known hoaxes and misidentifications. There were 264 reports that were confirmed hoaxes. These appeared in the form of confirmed hoaxes, either balloons or kites with lights attached and confessed lies by the witness or by the newspaper. A numerical listing of these are as follows:

FIRE BALLOONS	132	KITES WITH LANTERNS	65	WITNESS HOAX	26
NEWSPAPER HOAX	18				

The misidentified group consisted of reports that were identified as a known phenomenon. There were 87 reports that fell into this grouping:

VENUS	40	OTHER	47
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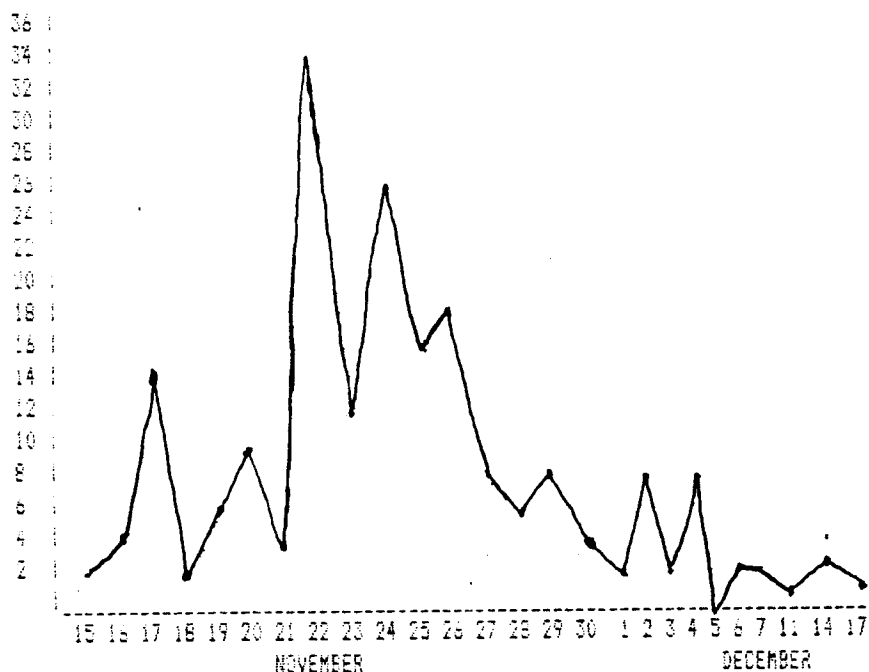
The stories concerning the balloon and kite hoaxes and the Venus sightings appear in Appendix C. There were 15 reports that were placed in a probable hoax group. These reports were not confirmed hoaxes, however, the report definitely indicated that it was a hoax. They often made a reference to April Fool's Day or presented conditions that could not exist, logically.

Of the remaining 1907 reports, 68 were found to be advertising scams and 7 were the result of over-indulgence of alcohol.

The remaining 1832 reports were again broke down into 2 sighting classifications: airship reports and occupant reports. The occupant reports are those in which a being of some sort was seen in relation to the airship. There were 288 reports where the occupants of the airship were seen and, in some cases, a conversation ensued.

There were 22 claims of the airship crashing or meeting with some form of disaster. This left 1522 reports of the airship being seen in the sky. These reports presented a very difficult problem in analysis. Since these represented the bulk of the reports, they demand a more in-depth study.

There were 215 reports of the airship for 1896. The dates ranged from the fall of 1896 to December 17, 1896.



Of the remaining reports, there were 2 in the fall, 7 in October, 4 undated in November, and 8 undated in December.

The time-report relationship was the same as for 1897 and will be discussed in that section.

The geographic distribution was as follows:

CALIFORNIA	197	NEVADA	9
WASHINGTON	3	OREGON	3
IOWA	1	NEBRASKA	1
KANSAS	1		

The reports from California were concentrated around the area of San Francisco, Sacramento, and Oakland. The reports outside this area were about the same in number and distance to the north and south of what appeared to be the center of the sightings.

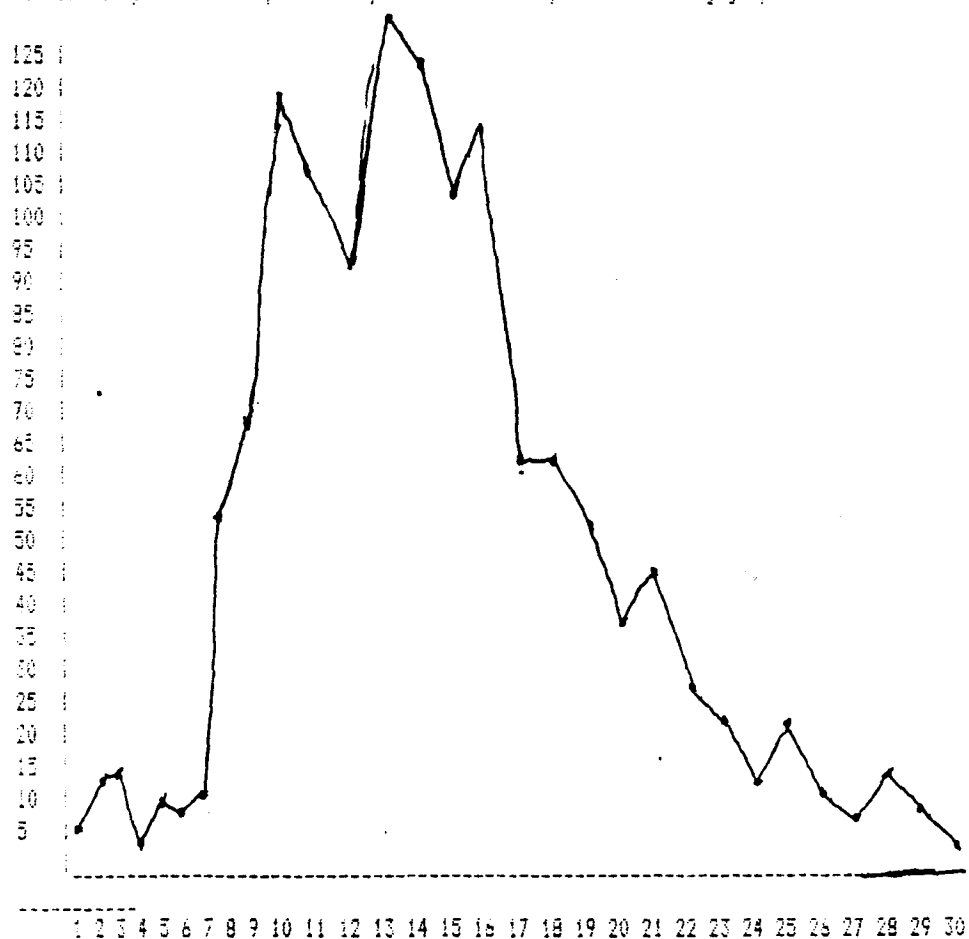
Reports of the airship virtually disappeared from December 17, 1896 to February 5, 1897. During the month of January of 1897, there were only 4 reports of aerial objects printed in the press. As to why the marked decrease of reports during this period, I do not feel there is a solid answer. If the airship was a real flying machine that was working its way east (as is evidenced by the next series of reports), why was it not reported in the states between California and Nebraska. The usual January weather conditions for this area of the country could have played a very important part in the absence of airship reports. I feel that the most probable explanation is that the press lost interest in it. This lack of interest would be reflected in the number of reports published, thus decreasing the public knowledge and interest in the airship. This would lead to a decrease in reports. This effect is still prominent today: as public interest decreases, so does the number of reports.

The date distribution of the reports from February 5 to March 31 are really not worthy of graphic illustration. The following chart shows the number of reports per day, during this time span:

FEBRUARY 5	2	MARCH 3	2
7	2	4	3
8	1	5	1
13	1	7	2
15	1	9	2
16	2	12	1
17	1	13	2
19	1	14	2
23	3	15	1
24	2	18	1
25	4	22	1
26	5	23	1
UNDATED FEBRUARY	8	24	5
		25	2
		27	10
		28	5
		29	5
		30	5
		31	6
		UNDATED MARCH	14

There was 1 report which could not be dated, but happened in March or April.

The number of reports per day during April were extremely high in relation to the above. The relationship is more impressively demonstrated by the following graph:



In addition to the above number of reports for April, there were 124 reports in which the date was not directly reported. The total number of reports of airships seen in the air (not including the reports where occupants were seen) was 1465.

The number of reports for May was sufficiently low enough to be shown by the following chart:

MAY 1	6	MAY 8	2
2	7	9	3
3	6	10	1
4	8	11	4
5	4	12	1
6	2	17	1
7	8	UNDATED MAY	2

The times of the reports from 1896 and 1897 revealed the interesting fact that the sightings occurred at about the same times as do current UFO reports. As can be seen from the following chart, the greatest portion of the reports occurred at night: between 1800 and 0400:

2400-0029	38	1200-1229	7
0030-0059	9	1230-1259	0
0100-0129	19	1300-1329	2
0130-0159	10	1330-1359	0
0200-0229	18	1400-1429	1
0230-0259	3	1430-1459	0
0300-0329	19	1500-1529	2
0330-0359	5	1530-1559	0
0400-0429	4	1600-1629	2
0430-0459	3	1630-1659	0
0500-0529	5	1700-1729	3
0530-0559	5	1730-1759	5
0600-0629	2	1800-1829	13
0630-0659	1	1830-1859	19
0700-0729	0	1900-1929	23
0730-0759	0	1930-1959	40
0800-0829	1	2000-2029	146
0830-0859	1	2030-2059	105
0900-0929	2	2100-2129	218
0930-0959	0	2130-2159	81
1000-1029	1	2200-2229	65
1030-1059	0	2230-2259	47
1100-1129	1	2300-2329	62
1130-1159	0	2330-2359	15

As would be expected, there was a large number in which the time was not given or merely indicated an area of the day. The following listing is of those reports:

NIGHT	340	EVENING	144
NOT GIVEN	330	AFTERNOON	10
DAWN	3	DUSK	7
LATE	1	EARLY AM	16
AM	10	DAYTIME	4

The geographic distribution of the airship reports revealed several interesting patterns. It did show direct indications that the airship, or reports of the airship, moved eastward. After the reports stopped appearing from the West Coast and the disappearance in January of 1897, the airship made its

return appearance in Nebraska. During February and the first half of March, most of the reports came in from Nebraska, with very few reports from states further east. In the last half of March, the reports mainly came from Kansas and a lesser number from Nebraska and, again, from states further east. During the first few days of April, most of the reports were from Iowa, a lesser number from Illinois, and even fewer from Kansas and Nebraska. Very small number of reports appeared from various other states: Wisconsin, Missouri, Oklahoma, North Carolina, Minnesota, Michigan, Ohio, Louisiana, and South Dakota.

By April 10, Illinois dominated the airship reports and shared this honor with Iowa. Here began an increase in reports from Minnesota, Wisconsin and Indiana. Nebraska and Kansas were still reporting the airship, but in marked decreasing numbers. There were increasingly more states reporting sightings of the airship each day, but none in the numbers as those above.

By April 13, Minnesota and Wisconsin dominated the scene and Illinois and Iowa were reporting the airship in smaller numbers. By this time, new states were reporting the airship. The states that reported few sightings earlier were now reporting in in larger numbers.

Around the middle of the month, there was no state that dominated the scene. The airship was being reported in a fairly equal quantity from many states. However, Texas showed an impressive increase.

This pattern continued through the month and into May. One interesting point became apparent when the reports were plotted on a map. If one was to run a 700 mile wide line from Omaha through Chicago, with this line being the center, well over 85 % of the sightings occurred in this line. It was also quite obvious that most of the reports were centered around the large population areas. This is most notable around Chicago, Kansas City, and Dallas.

Perhaps the most interesting fact is that the reports appeared to move outward in what might be called a ripple manner. It was noticed that the center of the reports seem to be near Chicago. Each successive day the reports would appear from points successively further from Chicago. This effect was true throughout April. It would be like dropping a stone in a pool of water. The first ripple would be strong at first and loose intensity the further in moved from the center. This intensity decrease would be the same in all directions from the center. Each following ripple would be weaker than the preceding one.

The following chart shows the number of reports received from each state throughout the entire wave:

ALABAMA	1	NEBRASKA	119
ARIZONA	1	NEVADA	9
ARKANSAS	11	NEW JERSEY	4
CALIFORNIA	199	NEW YORK	7
COLORADO	23	NORTH CAROLINA	14
CONNECTICUT	5	NORTH DAKOTA	28
DELAWARE	1	OHIO	109
D. C.	1	OKLAHOMA	16
FLORIDA	3	OREGON	4
GEORGIA	4	PENNSYLVANIA	13
ILLINOIS	227	SOUTH CAROLINA	1
INDIANA	116	SOUTH DAKOTA	13
IOWA	174	TENNESSEE	36
KANSAS	122	TEXAS	90
KENTUCKY	30	UTAH	1
LOUISIANA	7	VIRGINIA	3
MICHIGAN	84	WASHINGTON	4
MINNESOTA	138	WEST VIRGINIA	4
MISSISSIPPI	2		129
MISSOURI	72		2
MONTANA	2		1

CANADA

6

It should be pointed out concerning the lack of reports from New England. During late March and early April, a strange light was seen in the area. However, it was not labeled an airship. It was called an electric balloon. There appeared numerous article concerning this and most pointed out that it was Venus. This electric balloon type story even appeared in newspapers in the Mid-West. Here again, it was determined to be Venus. All of the articles concerning this alleged electric balloon appear in Appendix B.

All of these reports were evaluated on the basis of what was seen. Each catagory is listed in a subsequent appendix.

APPENDIX D--insufficient data
APPENDIX E--probable balloon and kite hoaxes
APPENDIX F--probable meteors
APPENDIX G--not real reports
APPENDIX H--real reports
APPENDIX I--probable astronomical
APPENDIX J--unknown astronomical
APPENDIX K--question evaluation

THE IDENTIFIEDS

As a serious UFO researcher, as do all others, I feel that all UFO reports are of extreme importance. However, those of almost greater importance are those that have been identified. These often help to create a pattern by which UFO's can be identified. When a witness describes what he thinks is a UFO (but is actually a known object), the description can be compared to similar UFO descriptions and aid in it's identification. In this way, the researcher learns to see through the witness' eyes. This is valid only when the witness describes it as it is actually viewed, without any embellishment. This is especially true when dealing with misidentifications.

In the case of lies and hoaxes, the above is only true when similar lies and hoaxes have been confirmed as such. This is way it is of extreme importance that all confirmed lies and hoaxes be known to researchers. The only problem here is that future liars and hoaxers will also have this information. They can thus be able to avoid pitfalls.

In the data concerning the airship wave, the identifieds fell into four catagories: the liars, the practical jokers, misidentifieds, and newspaper hoaxes. The latter catagory is special interest in relation to the airship wave. This relationship will be dealt with in greater detail in the chapter on theories.

THE LIARS

As in all fields dealing with the paranormal, the UFO researcher is constantly on the receiving end of those who seek notoriety in the form of lies. This is especially true during any UFO flap. It does not require much imagination to read several UFO reports and concoct a story that is fairly believable. If these people only knew what frustration they cause a researcher, they would, hopefully, cease this form of entertainment. If a researcher is following a series of valid UFO sightings and a pattern is beginning to emerge, and a liar, or two, works their trade, it becomes a nightmare. This is especially true when the false reports do not fit the pattern. The researcher goes berserk trying to figure out where he went wrong.

Perhaps the greatest damage is done when the liar adds a new feature to the phenomenon. If the report is circulated as fact, and less imaginative liars utilize, or embellish, the new feature, it soon becomes a piece to the UFO puzzle that does not exist. The noise becomes the signal. It would possibly become a turning point in the field of UFO research if a law was passed that allowed prosecution of liars and hoaxers.

Fortunately, liars tend to make a mistake somewhere and are usually found out. They also have the tendency to let it be known that they did manage to pull it off. Some even have a conscious, and finally admit to the lie. Unfortunately, some are too clever and the lie goes on as fact.

The airship wave was not very old when liars began to work their art. A dispatch from Alameda, Ca., and dated November 26th, appeared in the San Francisco (CA) Call of November 27, 1896. It reported that two men stood on a corner with a piece of pipe and said they could see the airship with their "telescope." They charged others a fee to look through it. "The people taken in refused to divulge the sell to others and so the joke went on indefinitely."

It was also evident that the lie was not reported by the liar; but by those who believed the lie. Note the following which appeared in the Rockport (MO) Atchison County Journal of April 30, 1897: "Some boys came to town one day last week and reported that an airship had landed in a field between here and Tarkio, and the result has been a large display of imagination commonly called lies. It was told first as a joke, but one of those street sitters overheard it and told it for the truth, and away it went. The fact is there is more air about it than ship."

There were many instances inwhich the liar merely said he had seen the airship. Since no details were given about the airship to make them interesting, these will be only listed:

DATE	LOCATION	TIME	WITNESS
4-1-97	Sioux City, Ia.		boys
4-1-97	McLouth, Ks.		George Briner
4-12-97	Litchfield, Il.		trainmen

4-14-97	Superior, Wi.		2 men
4-16-97	Peoria, Il.	0100	students
4-17-97	Horton, In.		men
4-22-97	Wheeling, Wv.	2000	boys
4-27-97	Zanesville, Il.		J. B. Rhodes
4-97	Bluefield, Wv.		residents

Liars often make the mistake of indicating honest people as corroborative witnesses to the alleged sighting. In the following instances, the honest person admitted that the story was a fake originating with the other witness; the liar. The Saginaw (MI) Evening News of April 17th printed: "A report was circulated that Asa W. Field and V. A. Goddard had seen the machine but Mr. Field said that it was simply a report concocted by Mr. Goddard to stuff a newspaper man with." The Cleveland (O) Plaindealer, of May 7th, reported that employees of the waterworks department saw a cigar shaped craft one night. It was brilliantly lit and landed on the water. It then either left or submerged. One of the alleged witnesses denied the story and said it was all a joke.

THE PRACTICAL JOKERS

If the law, as mentioned previously, was passed to prosecute UFO liars and hoaxers, these individuals should receive the stiffest punishment available. Their crime is not only in creating the false UFO sighting, but also in creating a false belief. The witness, given that he does not know of the joke, would develop a belief in UFO's in response to their sighting. When the joke becomes known, the belief is shattered and the resulting disbelief would refute all valid reports.

The practical joker differs from the liar since they do not usually report the sighting. They actually create a UFO for someone else to see. They are more creative than the liar and go to some expense in order to create the proper conditions. The witness is actually describing a real event, even though not a UFO. It is easily understood why a well conceived and executed hoax of this nature is very detrimental to the acceptance of the UFO phenomenon.

Fortunately, practical jokers take pride in their work. Once the excitement is over, they can hardly wait to claim it as their's. From the number of balloon and kite hoaxes, to be covered later in this chapter, the practical jokers seemed to be waiting for the airship wave. And they worked their art well.

Before the airship wave had even started, the practical joker had already struck. The Marysville (CA) Appeal of November 20, 1896, printed a letter from a man from Sutter County who wrote that on November 17th a man tied a lantern to the leg of a sandhill crane and it flew toward Sacramento. The Salt Lake City (UT) Deseret Evening News of December 2, 1896, referred to an article taken from the Woodland (CA) News which said that King Lee of Washington, Ca., captured a pelican, tied a Japanese lantern to one of it's legs, and turned it loose.

There were several instances in which a practical joker did his job, but there was no real indication of what was done or how it was done. This was noted in the following two articles:

"J. W. Sanders is the author and founder of that airship seen the other night. He said it was so near April Fool day that he couldn't resist the temptation."-Marquette (KS) Tribune, April 2, 1897.

"The airship was seen in Beloit Monday evening by a large number of our people, who are under obligations to Park Findlay or Dwight Taylor for the opportunity, as it is said that they had charge of the craft that evening."-Beloit (KS) Gazette, April 15, 1897.

In the few cases where the joker served as witness, he usually attempts to provide physical evidence of his joke. For 1897, the best evidence would be a photograph of the airship. According to the April 12th issue of the Chicago (IL) Times-Herald, at 0530 on April 11th, Walter McCann of Rogers Park, Ill., secured two photos of the airship. He saw the airship as a cigar shaped object. He ran for his camera and took the two photos. E. L. Osborne and Wm. Hoodless saw him take the photos and the airship. They saw the outline of a man in it pulling a rudder and the ship was 600 feet away. An expert at the Times-Herald said it was genuine and it would be impossible to fake. The Chicago Post of April 12th published the statements of J. D. Cress, another expert photographer, who said that the airship, in order to produce the image it did at the given distance, would have to be the size of the

Masonic Temple, Monadnock Building, city hall, county building, and the Board of Trade building all together. The photo shows the airship, the railroad ties at the photographer's feet, three people running around, and even the man taking the photo. The Chicago Tribune of April 12th stated that still another expert said it was a fake and had to be a doctored photo. The Nashville (TN) Banner, of April 17th, printed an article taken from the Chicago Chronicle in which Hoodless confessed that it was a hoax. The airship was a four foot painting that was suspended from a telegraph pole and that it was taken at noon.

McCann's attempt to provide false evidence inspired others to do the same. The Wheeling (WV) Intelligencer of May 1st reported that a photo had been taken of the airship there. It was a fake; the airship was drawn on a negative. Another paper, the Commercial Tribune of Cincinnati, O., of April 16th, said the airship had been photographed there. It was also a fake. They simply photographed a cardboard model suspended from a string.

Some practical jokers felt that the occupants of the airship should communicate with the people below. This feeling led to some very ingenious jokes. In Denver, Co., during the afternoon of April 15th, a paper parachute was found near the Equitable building. It was made of tissue paper and contained the following note: "This is dropped out in the hope that some one will find the note. We are in an air ship, but are lost." One small boy thought he saw something a few minutes before which had a stream of smoke following it. This was according to the Denver Rocky Mountain News of April 16th. However, the Denver Post, of the same date, printed a story in which Elwood Tammany said he dropped the parachute from the Equitable building. On May 3rd, a can was found on Ellsworth street in Salem, Ohio. Inside was a note signed "William Harris." According to the Salem Herald of May 4th, it was a hoax by some boys. The name in the last joke should be remembered. It will turn up several times in the chapter concerning physical evidence where letters from the airship will be examined.

Practical jokers used other methods to create the sighting of the airship. On two occasions, Eureka, Ca., on December 2, 1896, and Pontiac, Mi., on April 15, 1897, lanterns were hung from flagpoles. On April 10, 1897, at Tarleton, Nb., some boys were caught shooting fireworks out of a tree. At Alvin, Tx., on April 18, 1897, a buzzard was seen with streamers tied to it's tail. At Plano, Tx., on the same day, a buzzard was seen with a burning cotton ball tied to one leg. One night in May of 1897, someone in Beeville, Tx., constructed a wooden board with muslin and a candle in it and suspended it from a lamp post.

By far the most common form of practical joke utilized the common hot air balloon. These usually consisted of a small paper balloon with some heat source to cause it to rise. There were 133 confirmed instances in which a balloon of this nature was the cause of an airship sighting. This type of joke was long used prior to the airship wave. The following notations give evidence of this:

The Evening Telegram of Superior, Mi., of April 15, 1897, reported that when Captain Alex McDougall was a boy he saw a strange ball of fire coming toward him. It turned out to be a fire balloon.

The Oroville (Ca.) Register of November 26, 1896, said, "Some years ago a number of Portuguese miners at Cherokee amused themselves by sending up balloons by means of hot air, and attached to these were bright lights which attracted much attention."

Since it would be very boring for the person of average interest in UFO's to have to plod through the 133 reports, these will found in greater detail in Appendix C.

Of course, it is entirely possible that some of the confirmed balloon hoaxes could be the origin of some of the airship sightings. It would be virtually impossible to determine which ones. This is true since all reports do not indicate the weather conditions, data on the balloon, and how the hoax was perpetrated. How long a balloon would remain in the air and how far one would go is equally impossible to determine. Without knowing how large the balloon was and what kind of heat source was utilized, this is especially the case. A large balloon with a large heat source would naturally be visible longer, be brighter, and travel further than a large balloon with a small heat source. It would be the same with the type of heat source. A single candle would raise and move a small balloon, but not a large one, due to the fact that it could not keep the air hot enough to raise it. A large source, such as coal or oil soaked cloth, would raise a large balloon easily. However, it would raise a small one too fast and high, if it survived the heat. The variations are endless.

The majority of the reports did not indicate how long the balloon was seen. In several reports, it was reported to have been seen half an hour. In one instance, Los Angeles, Ca., on November 30, 1896, it was seen for one hour.

The reports, also, did not mention how far the balloon had gone. In the report from Oroville, Ca., of November 22, 1896, one man said the balloon should have gone 12 miles before it came down. The balloon sent up at Superior, Wi., on April 13, 1897, was said to have been seen in Duluth, Mn.

On many occasions, more than one balloon was sent up in the course of an evening. This was the case in the following instances:

DATE	LOCATION	NUMBER
11-24-96	San Francisco, Ca.	several
11-25-96	Petaluma, Ca.	several
11-25-96	San Francisco, Ca.	several
4-10-97	Bethrie Center, Ia.	2
4-13-97	Rock City, Il.	2
4-14-97	Racine, Wi.	2
4-19-97	Dallas, Tx.	2
4-19-97	Atchison, Ks.	several
4-97	Humboldt, Ia.	several
4-97	Dumont, Ia.	2

On November 23, 1896, some boys in Berkely, Ca., claimed they had been sending up balloons for several nights.

As would be expected, there were numerous incidents where the balloon was described as a definite airship. Witness the followig:

On December 10, 1896, at Riverside, Ca., the balloon was described as a rapidly moving airship with smoke coming from a funnel. The craft was winged and had a propeller.

At Holstein, Ia., the balloon sent up on April 10, 1897, was seen as an airship with 4 wings and a body like a new fangled washing machine.

Also, on April 10, 1897, the balloon sent up at Lancaster, Wi., was seen as a butterfly-like craft with huge, slowly moving wings. It was 50 feet long and had hundreds of duck feet fans propelling it. Some people were seen on it and voices were heard.

Again on April 10, 1897, a balloon was sent up at St. Charles, Il.. Many saw it as the airship. One person said it was cigar shaped and he could hear the throbbing of it's engines. Another said there were two people aboard, which was enlarged until at least a dozen couples were dancing to the music of a brass band.

The jokers had a busy day on April 10, 1897, for another balloon was sent up at Green Bay, Wi.. Hundreds saw a light approaching from the south. It passed to the east of the city and was going north rapidly. It was reddish and would dim and brighten. Some saw a large cone shape behind the light. It varied it's direction and altitude.

On April 13, 1897, several people at Sumner, Ia., saw a reddish airship going northwest to southeast. It made occasional swoops down

and passed over at the height of two tree heights. The pilot was in his car and the astronomer was at his post. It was only a balloon.

At Portage, Wi., on April 13, 1897, a balloon was sent up. It was seen as a large body with 2 lights attached; one above the other. The lower light was like that of a fire and the upper was bright white. It was moving rapidly and seen for 10 minutes.

Again, on April 13, 1897, passengers on a ferry near Rock Island, Il., saw the airship. Shortly after that, they saw a light rise suddenly in the southwest. It soon sent up a sheet of light and disappeared. It was only a balloon.

On April 14, 1897, a balloon sent up at Rock Rapids, Ia., was seen as a moving object. It was going rapidly to the west. One man said it was best shaped and he heard voices in an unknown language. Another man saw it as green lights that were going 8 miles a minute.

At Huntington, In., on April 17, 1897, a balloon was described as an airship that hovered for 30 minutes. It was to the west and going east at a great height. It then turned and went west. One man said he saw a shaped to it and heard people talking.

On May 10, 1897, at Columbus, O., the airship was seen moving rapidly and changing directions. It was going southwest to northeast and was 300 to 1000 feet up. One man at the penitentiary said he saw the door of an oven open and a man shovel in coal. It was only a balloon.

These are just a few of the cases where this type of description was given. It is easily seen that almost any of the sightings could have been a balloon. Without the confession of the hoax, these reports would probably be unidentified.

Several of these balloon hoaxes were perpetrated by newspaper reporters. Two of these recieved good coverage by the paper perpetrating it: Burlington, Ia., April 10, 1897, and Peoria, Il., April 14, 1897.

The Burlington (Ia.) Hawk-Eye of April 11, 1897, reported the details of the hoax there. Two of the reporters bought 3 balloons made red, white, and blue paper. These were taken to the northeast side of town, since the wind was blowing from the northeast. The first balloon was sent up. It was 20 feet around, 6 feet high, and shaped like an inverted light bulb. It had 3 vertical stripes: one red, one white, and one blue, each stripe 6 feet wide. It was filled and launched at 2020, and the wind carried it directly over the city. The reporters then ran into town to get the reports. It was variously described as different colors, accountable by the three colored stripes. It was seen at Mt. Pleasant, Middletown, Evans, and other nearby towns. The last report indicated that it was last seen around 2110. The paper went on to say that the reporters would sent up another balloon on April 12th at 2030.

According to the Peoria (Il.) Transcript of April 15, 1897, the airship was seen there on April 14th. It was described, generally, as a bright light like a train headlight. Some went further and described it as having wings, tail, rigging, and a fiery furnace. A few heard the sound of machinery, some heard music, and some human voices. It left west and was reported at Averyville and other locations in that direction. It was actually a colored balloon sent up by two Transcript reporters.

The following is a listing of attempted balloon hoaxes, instances where balloons were found but not reported to have been seen, and known hot air balloon ascensions.

ATTEMPTED BALLOON HOAXES:

On April 14, 1897, 3 men in Jefferson, Ia., attempted to send up a 10 foot high paper balloon at night. Fortunately, it caught fire and never rose.

On April 17, 1897, several people in Landessville, In., attempted to launch a paper balloon but it caught fire and never rose.

Sometime during April, there was an attempted balloon hoax at Randolph, Nb., which failed.

BALLOONS FOUND BUT NOT REPORTED TO HAVE BEEN SEEN:

On November 29, 1896, at Madera, Ca., an oval tissue paper balloon was found. It was red, white, and blue, and 5-6 feet in diameter. It had a box beneath it which showed signs of having had burning material in it.

Also, on November 29th, a tissue paper balloon was found in the rigging of a ship in San Francisco, Ca.. It was 6 feet high and 8 feet around and covered with soot.

On November 30, 1896, a balloon was found in Redwood City, Ca.. It was 3 feet high and carried an ad for a San Francisco shoe store. It had a red light inside a small object suspended beneath it.

On April 14, 1897, a large pink balloon was found in Alton, Il.

On April 14, 1897, a large tissue paper balloon was found in Chicago, Il.. It was made of red, white, and blue paper and the lower portion had been burned.

On April 17, 1897, a balloon was found in Minneapolis, Mn.. It was the size of a bushel basket, made of paper, and shaped like a Chinese lantern. There was a stump of a candle inside. The words "The Flying Dutchman" was in large white letters on the side. Also, a note from a man in West Surperior, Wi., was found. It stated that the balloon had been sent up on April 13th.

On April 24, 1897, a balloon landed in a yard in Winamac, In.. It was made of red, white, and blue tissue paper, 8 feet high, and lighted with red and green lights.

During April of 1897, a balloon was found at Center, Il.. Also, at Westgate, Ia., a paper balloon, 10 feet high, was found.

BALLOON ASCENSIONS:

On November 22, 1896, 2 balloonists were to make ascensions in San Francisco, Ca..

On April 17, 1897, Prof. Raymond made a balloon ascension and a parachute jump at Wilson, NC., during the afternoon. He said he would make another ascension on April 24th.

On April 17, 1897, Prof. E. R. Linson made a balloon ascension and a parachute jump at 1700 at South Solon, O..

On April 24, 1897, Prof. Linson made a balloon ascension and a parachute jump at South Charleston, O..

On April 29, 1897, Prof. W. H. Kulp was to make a balloon ascension and parachute jump at Perrienville, Mi..

On April 29, 1897, a hot air balloon, with an aeronaut, was sent up by the New York World, at New York City. It was to take aerial photographs of the city. It made several ascensions at night with lights attached. It was seen at Harlem and various New Jersey cities and reported as the airship.

The second most common ploy of the practical joker was the kite. He could attach a lantern to the tail or to the kite itself and create the stimulus for the UFO report. During the airship wave, this was accomplished on 64 known occasions. A full listing of these can be found in Appendix C.

In a sense, these type of hoaxes would be more difficult to ascertain. The joker would maintain more control of it, as opposed to the balloon. He could control the distance, altitude, flight pattern, and direction. By merely pulling the string properly, he could cause it to appear to approach or move away. It could be caused to dip and rise, to appear to be descending, or even zigzag. On 2 known occasions, the kite flyers showed definite imagination and tied the kites to a wagon and hauled it around the outskirts of town. In one instance, the jokers walked the kite around the edge of town.

This type of hoax was not a new one. The Fresno (Ca.) Semi Weekly Expositor of November 30, 1896, reported that "Thirty-three years ago the astronomers of London and vicinity were startled by the appearance of a large and brilliant star, apparently moving rapidly in the sky in a wavering and eccentric path. Instruments were trained on the light but nothing could be seen more than a white ball of flame and a dark body just above it." It turned out to be a kite with a burning magnesium ribbon in the tail. The Atchison (Ks.) Champion of April 5, 1897, reported that some boys gave the people a scare "one night five years ago with a large kite and a lighted Japanese lantern tied on the end."

There were several occasions in which the kite flyer performed, at one location, several times during the airship wave. Kites with lanterns were sent up several times at Oakland, Ca., prior to November 23, 1896. During March of 1897, kites were also sent up several times near Nanticoke, NY. This was also the case at Sheboygan, Wi., during April of 1897.

Most of the kites were sent up by local residents. In the locales where these individual lived, they were known to be flying kites and had done so for some time. The Omaha (Nb.) Bee of February 28, 1897, printed a dispatch from York, Nb., dated February 27, which concerned a J. R. McLean, a Juniata station agent, whose hobby was flying tailless kites. One kite he had sent up was eight feet high and five feet wide. He often sent them up to half a mile at night with a lantern attached. Also, appearing in this same article was a dispatch from McCool Junction, Nb., dated February 27th, which stated that boys living east of town had been flying kites with lanterns attached at night and "are having lots of fun over the airship stories that have been sent out from neighboring towns." In the News of Lake Geneva, Wi., of April 22, 1897, a correspondent from Williams Bay wrote: "It is rumored in this neighborhood that the 'air ship' recently seen near Evanston was one of Arthur Harbert's kites with an electric light attachment, judging from his propensity for flying kites, and the huge specimens he has sent up from the lake shore hereabouts." The Elkhorn (Wi.) Independent of April 22, 1897, said: "A Lake Geneva citizen explodes all these theories and is sure the airship is nothing but a kite. For several seasons there has visited this summer resort, camping on the upper lake, a young man from Chicago who has always had a mania for flying kites, and he did so while here. It is claimed that the airship seen by so many in the big city is nothing more than a kite put up by this person and which has attached white and green lights."

Not only were these people responsible for creating some airship reports, but also the government. At least two government agencies were flying kites during the airship wave.

The Weather Bureau was utilizing kites in weather study. These kites were usually very large and carried a load of instruments. The following report indicates that some of the men involved with weather kites had a sense of humor. It appeared in the Eureka (Ca.) Humboldt Times of December 9, 1896:

"Now that the daily papers have run their wild riot upon the airship problem, the 'Looker-On' in the News Letter will take the public into his confidence, and tell just what the phenomenon was. It is simply a large kite upon which electrical apparatus is cleverly arranged, which was sent skywards by the officials of the Meteorological Bureau for the purpose of determining the power of certain chemical compounds when exploded beneath rain clouds, to rip a hole in the soggy banks of vapor and let down a flood of water upon the parched earth." "What he (one Sacramento witness) supposed were men

were the large storage batteries of electricity fixed upon the cross-bars of the kite to supply the powerful arc lights fastened to the upper and lower points of the sky-scraper." "Some wag attached to the Weather Bureau sent up with the kite a music box loaded with popular airs, and so arranged that it would let out it's tunes automatically. Just as the rain searcher crossed Sacramento the time lock opened and poured forth 'Just Tell Them That You Saw Me' upon the midnight air."

At the beginning of the second part of the airship wave, a theory was advanced that weather kites were responsible for the airship sightings. Of course, this is entirely out of the question. However, it did gain some support. This is evident in the following taken from the Omaha (NB) World-Herald of February 18, 1897: "There is a theory that it (the airship) is really a train of kites such as one used by the weather bureau." A week later, in the February 25th issue, the same paper said: "The theory that 'box' kites of the weather bureau pattern are used is the most plausible yet advanced."

The above theory was further substantiated by the following article. The Washington (DC) Post of May 2, 1897, quoted Professor Moore, Chief of the Weather Bureau, concerning the airship, as follows:

"They are kites-that is to say, kites of the new-fangled cellular pattern, which people all over the country have been making after the plans published not long ago by the Weather Bureau. The utmost interest has been exhibited by newspaper accounts of these kites, and many persons in various cities, provided with the plans, have gone to work to manufacture them for purposes of amusement. This we know to be a fact. Incidentally, it often happens that the kites escape, and under such conditions they will float at a great height for a long time, traveling in some cases for a surprising distance. Commonly they are large affairs, ten feet or more in length. Attach three or four lanterns to one of them, and as seen at night, making allowance for exaggeration by the imagination, the contrivance corresponds reasonably well to the descriptions printed. There is no doubt whatever that the so-called airship seen floating near Washington the other day was a kite which got away from our experts near Arlington on the same day."

In connection with the above, it should be noted that weather kites were also being used near Denver, Co., during April of 1897. Also, note the following statement which was made in the Evening Bulletin of Providence, RI, of May 8, 1897: "Four big box kites have just escaped from Boston and reports of wonderful airships ought presently to be coming in from all parts of New England."

The military was also experimenting with kites. This was in the line of using them for signalling devices and observational purposes. It is known that such experiments were being conducted near Milwaukee, Wi., in December of 1896, and near Sandusky, O., in April of 1897. A sighting at Cleveland, O., on May 7, 1897, proved to be military kites.

Most of the sightings of confirmed kites described merely a strangely acting light. However, some of the witnesses allowed their imagination to add details. This is evident by the following stories:

On December 6, 1896, a kite was sent up at Milwaukee, Wi.. It was reported as a flying machine, going against the wind, and a man was seen working the wings. The kite was strange looking, tailless, and had huge wings. It was an Army experimental kite with a number of signals on the wire.

On April 10, 1897, 4 boys at Waterloo, Ia., sent up a kite which had a lantern attached to the cross-bar. It was seen by hundreds. One person said it was 50 feet long with searchlights at each end. It was at a great altitude.

At Marshalltown, Ia., on April 11, 1897, many saw a bright light that rose higher and higher. It swung to and fro and rose and fell. It would go out then reappear. It was a kite with a lantern attached to the tail. The light on it went out twice and they hauled it down and re-lit it.

At Brodhead, Wi., on April 13, 1897, a kite was reported as a cigar shaped craft.

On April 19, 1897, the airship was seen at Ovid, Ia. It was 300 feet up, boat shaped and flying the 'Stars and Stripes.' It was said to be 40 feet long. It was a kite sent up at Corydon, Ia.

MISIDENTIFICATIONS

Of all the objects that can be misidentified as UFO's, astronomical bodies are the most common. It is amazing how ignorant most people are of the heavens. Venus is by far the leading astronomical body to be labeled a UFO. With her uncanny brightness, this is easily understood. This, coupled with scattered clouds and a creative imagination, Venus becomes a moving light of great intensity and possibly other attributes. This has been the case since the first UFO was seen.

In the course of the airship wave, there were 40 sightings that were positively identified as Venus. A full listing of these can be found in Appendix C. In most instances, Venus was seen and merely described as the airship or a bright light in the northwest. On a few occasions, a greater description was given:

On April 15, 1897, Venus was seen at Lime Springs, Ia.. It was described as a dark, boat shaped object carrying a light, and one man said he saw a man in it.

On April 17, 1897, at Salisbury, Mo., Venus was described as the airship with changing headlights and they could hear the flapping of wings and voices.

The following listing is of other astronomical bodies that were identified as the source of the airship report:

DATE:	LOCATION:	TIME:	SOURCE:
11-24-96	SAN FRANCISCO, CA.	1900	MARS
11-26-96	PETALUMA, CA.	EVENING	STAR
11-27-96	NATIONAL CITY, CA.	NIGHT	METEOR
11-28-96	OAKLAND, CA.	NIGHT	MARS
12-5-96	CARSON CITY, NV.	NIGHT	STAR
4-10-97	DUBUQUE, IA.	NIGHT	STAR
4-12-97	BATTLE CREEK, MI.	2100	METEOR
4-12-97	ST. LOUIS, MO.	NIGHT	STAR
4-15-97	GLASCOM, KS.	NIGHT	ALPHA ORIONIS
4-15-97	ABILINE, KS.	0300-0400	ALPHA ORIONIS
4-18-97	NOBLESVILLE, IN.	2015	METEOR
4-23-97	SAGINAW, MI.	EVENING	STAR
4-26-97	ATCHISON, KS.	NIGHT	STAR
4-97	FARLEY, IA.	NIGHT	ALPHA ORIONIS
4-97	CAMBRIDGE, NB.		SIRIUS

OTHER IDENTIFIED SIGHTINGS

The following is a listing of the 30 sightings that were identified, as something different than those listed above:

DATE:	LOCATION:	SOURCE:
11-14-96	MOUNT TAMALPAC, CA.	AD. LIGHT FROM HOTEL

11-23-96	STOCKTON, CA.	ELECTRICAL SHORT
12-96	NICOLAUS, CA.	LIGHT
4-3-97	MONTICELLO, IN.	JACK O' LANTERN
4-3-97	LAWRENCE, KS.	REFLECTION OF FIRE
4-5-97	BERN, KS.	BURNING STRAW STACK
4-10-97	RUSSELL, KS.	TRAIN LIGHT
4-10-97	ALMA, MI.	SUNSET
4-12-97	CENTRALIA, IL.	BIRD
4-13-97	KALAMAZOO, MI.	BURNING BARN
4-13-97	BOULDER, CO.	BURNING COUCH
4-14-97	KANE, IL.	GIRL ON HORSE
4-16-97	MANISTEE, MI.	BOAT
4-16-97	LIME SPRINGS, IA.	IGNIS FATUS
4-19-97	MAYFIELD, KY.	LIGHTNING BUG
4-19-97	CAMDEN, NJ.	SUNLIT CLOUD
4-19-97	LE SUEUR, MN.	LIGHT REFLECTION
4-20-97	MANISTEE, MI.	MAN ON BICYCLE
4-23-97	SOMERVILLE, TN.	COAL OIL LAMP
4-23-97	BARTLETT, TX.	WAGON WITH LANTERNS
4-25-97	VAN ALSTYNE, TX.	TRAIN HEADLIGHT
4-25-97	FORT WAYNE, IN.	CLIMBER WITH LANTERN
4-26-97	FORT WAYNE, IN.	CLIMBER WITH LANTERN
5-2-97	NORMAN, SD.	MAN ON BICYCLE
5-8-97	SOUTHWEST UNION, MI.	LIGHT ON COURTHOUSE
4-97	LACEY, MI.	SAW REFLECTING LIGHT
4-97	EAST PALASTINE, O.	LIGHT REFLECTION
4-97	CARROLLTON, LA.	PAPER BLOWN IN WIND
4-97	KINGWOOD, WV.	FIRE ON MOUNTAIN
4-97	ALTAMONT, KS.	TRAIN SWITCHLIGHT
4-97	OREGON, WI.	LIGHT REFLECTION
4-97	ARGOS, IN.	LANTERNS IN FIELD

The April 3, 1897, sighting at Monticello, In., was described as a strange light that was seen for some time. It moved about, would change altitude, swung to and fro, and moved around a pond. It disappeared when it began to rain at 0200. It was identified as a Jack o' Lantern.

An alleged sighting at Boulder, Co., on April 13, 1897, was a burning couch that had been thrown from a court-house window.

On April 16, 1897, at Manistee, Mi., the airship was seen. It was a strange light moving slowly southwest. Field glasses revealed a cigar shape with many small colored lights. They heard a swishing sound and the throbbing of engines. It rose and fell as if on water. There was a sudden shower of sparks and it lunged forward. Then they saw the name "Maggie Marshall" on the side and it was loaded with salt and timber.

The ignis fatus that was seen on April 16, 1897, at Lime Springs, Ia., was described as an airship which rose from the west. It circled around to the north and moved toward Chester, then returned to where it had started. It was as large as a barrel and divided into 3 parts.

NEWSPAPER HOAXES

The role of the newspapers in the airship wave was of paramount importance. This is especially true with the consideration that the newspapers were the major source of national information. As well as entertainment. I am not going to get into the newspaper role very much. I want to save it for the chapter on theories.

Newspapers were the source of many hoaxes. It was very easy for newspaper men to create a hoax report and get it published. The motive behind this could be almost any reason. Perhaps to ridicule the witness, another city, or just to fill space.

One example of using the airship in an inter-city rival appeared in the Great Bend (KS) Evening News of February 5, 1897. It reported that the airship had been seen at Ellinwood, Ks., during the night of February 2nd. It was 50 feet long, 20 feet wide, and going south at 40 mph. It was said to have two immense wings, or propellers, on each side and something on the rear that might have been used for steering. It was seen for 10 minutes. In every newspaper that printed this story, it was dispatched from Great Bend. The Ellinwood Leader of February 11th, had this to say: "That airship story that is going the rounds of the eastern press is the silliest 'grape vine' yet sent out from this county. No one can be found here who claims to have seen, heard, or dreamed such a thing, and the whole story seems to have originated in the imaginative wheel house of some would be smart Great Bend correspondent."

There were several instances in which a newspaper published a story about the airship being seen in another city which were found to be fakes. This is confirmed by the following examples:

The April 6th issue of the Chicago (IL) Inter-Ocean reported that the airship had been seen at Rochelle, Il., on April 3rd. It came from the southwest at 1930 and was seen for 30 minutes. It was a few hundred feet up and its speed varied. The witnesses said they could hear the hum of voices or machinery. As it got closer, it rose higher. The April 10th issue of the Chicago (IL) Record published a letter from J. H. Tibbles of Rochelle, Il., in which he states that a Chicago paper reported that the airship had been seen in Rochelle on April 3rd. He could not locate anyone who saw or heard about an airship there.

The April 16th issue of the Platte City (MO) Landmark ran part of an article taken from the Kansas City World of April 12th. It stated that the airship had been seen in Platte City on April 10th. It was 150 feet long, 20 feet wide, made a whirring noise accompanied by the sound of large and small bells, and cast a pinkish glare. It was shaped like a bird without a head and legs, rocked side to side, and had wings that were 50 feet long and 20 feet wide. It left northeast after 3 minutes. "The above extract is from the Kansas City World of April 12 and is correct with one exception. Not one single grain of truth has gotten mixed up with the article."

According to the Greensburg (IN) Review of April 17th, the Chicago Chronicle of the 14th ran a dispatch from Greensburg dated April 13th. It stated that the airship was seen there at 1830 on the 13th, and that it had red, green, and a white light. "How a self-respecting citizen can send out such stuff as news and how self-respecting newspaper can print it as news is beyond the ordinary powers of discernment."

The May 14th issue of Times of Canaseraga, NY, ran a dispatch from Batavia, NY., which reported that the airship had been seen

near Bashville by several farmers on May 5th. The ship was 40 feet long, cigar shaped, large wings, two masts, and no means of propulsion. The May 7th issue of the Rochester (NY) Union and Advertiser ran a dispatch from Batavia of May 7th which said the farmers were questioned and denied seeing the airship or having even made the statements.

The story of the sighting at Greensburg, In., raises the possibility that someone could dispatch a fake report to the paper. The following article, taken from the Bird Island (MN) Renville County Union of April 16, 1897, provides evidence of this:

"Bird Island, not to be outdone in sensations, sent the following 'whopper' to the Minneapolis Times: 'Bird Island, Minn., April 13.-(Times Special)-The airship was seen here tonight at 8:20, going directly north. Thos. Marshall of Lake Lillian was called up by telephone, and was told to look out for it. Mr. Marshall saw it plainly, and said it kept due north and was going very fast. The whole town is greatly excited, and all the talk now is about the wonderful flying machine.'

According to the Marion (IA) Register of April 14th, a meteor was seen thereabouts on April 9th about midnight. Mr. W. H. Ball, dispatcher, recieved a telegram from the Chicago Inter-Ocean asking for details of the airship sighting. He sent an unknown description of the airship.

The most common newspaper hoax was the reporting of sightings by residents when they had not seen the airship. In these instances, the alleged witness usually denounced the story as a hoax in the form of a letter to the paper. The following articles are those of this nature:

In a letter to the editor printed in the April 10th issue of the Burlingame (KS) Osage County Chronicle, Rev. N. D. Johnson denied having seen the airship. The April 7th issue of the same paper stated that on April 5th, at 2300, Johnson and several others saw the airship. It was a yellowish green light moving north in an undulating fashion.

"The Minneapolis Times had a long account of how Dr. Chilton and E. C. Tuttle saw the airship Thursday night (April 15). It was described as moving from the Waverly direction towards Litchfield and the lights were red, green, and yellow. The Dr. was credited with seeing a large object besides the light. He wrote the Times denying any knowledge of the occurance and demanding a retraction, which was published."-Howard Lake (MN) Herald, April 22, 1897.

R. N. Burt, of Ladonia, Texas, wrote to the Dallas Morning News, a letter which was printed in the April 20th issue. In it he denied having seen the airship as the News reported. The original story appeared in the Dallas News of April 19th and it claimed he, his wife, and son-in-law saw the airship on April 16th.

The Inquirer of Owensboro, Ky., of April 22nd, printed an article taken from the Henderson Journal which said that Fred Frayser saw a cigar shaped airship from there. It had a canopy top and a rotary screw behind it. Mr. Frayser says he didn't see the airship, and did not hear of it while he was in Henderson. Somebody put up a job on him, and it is his opinion that he did not go out of the Journal office to do it."

The following few articles are those inwhich the confirmation of a hoax was done through other newspapers.

"The Lathrop Nightwatchman 'April fooled' a number of the natives in the sighting for the mysterious airship that has created such an excitement throughout the west."-Liberty (MO) Tribune, April 9, 1897.

The Charleston (MO) Enterprise of April 2nd, printed a large article which said that the airship belonged to the New York Herald and was launched from there on March 30th. On board were 20 people including the Mayor of New York, the editor of the Herald and many writers for the paper. They are headed for Cairo, Il., and are going to cover the flooded districts from there to New Orleans. The following appeared in the Caruthersville (MO) Democrat of April 8: "The Charleston Enterprise April-fooled its readers with a big story of an airship that was to pass over that city. Many sat up till 3 o'clock to see it."

The Fullerton (NB) Post of April 16th reported that several people saw the airship pass over during the evening of April 11th. However, the Fullerton News of April 16th said that no one in Fullerton had seen the airship.

At least one newspaper had the courtesy to admit to the hoax in the same article about the sighting. The Reporter of Brook, In., of April 16, ran a story that the airship had been seen there at 2200 on April 13. It was cigar shaped, white, had a headlight, wings that slowly flapped, and a screw propeller. It made a loud whirring noise and carried a red light behind. Several rifle shots were fired at it to no avail. "Now don't believe any more of this than you can swallow comfortably, for its a lie."

There were several instances in which local newspapers investigated rumors of local sightings and found them fakes.

The Leavenworth (KS) Standard of April 2nd, said they recieved a telegram from the Kansas City Star asking about the rumor that the airship had landed to the southwest of Leavenworth. The Standard replied, "The airship has not landed here that anybody knows of. The nearest thing to it was the shadow of John J. Ingalls emanating from his passage through here last night."

The Evening News of Austin, Tx., of April 19th, said newsmen could not find anyone who saw the airship on April 18th, therefore the rumor was a lie.

"The story went the rounds that the airship had landed near this city and that the captain, an old friend of Mr. Perkins, sent for him and had a long and mysterious conversation with him. Mr. Perkins says that there is not an atom of truth in the story."-Jefferson City (MO) Tribune, April 24, 1897.

that direction and saw several men get out and tie it to 2 walnut trees. They asked him several questions: who he was, where he was from, and where they were. It turned out to be a "party of distinguished men who founded our Government, and who had come back to the earth, to see how the Government which they framed was getting along." The crew consisted of George Washington, Thomas Jefferson, Alexander Hamilton, John and Sam Adams, Patrick Henry, Ben Franklin, Roger Sherman, and Anthony Wayne. The witness asked about the canals on Mars, since this is where they said they were from. Mrs. Ross said they were stripes on a huge flag designed to signal the people of earth.

A three-installment story appeared in the Evening Press of Minneapolis, Mn., with two parts in the April 14th issue and the final part in April 19th issue. It starts:

"The following explains itself:

"Editor Penny Press:

"The manuscript that I send you herewith is, in my opinion, just what it purports to be. Where it was found, and the circumstance under which it was found too lengthy to be related, prove almost conclusively that it must have been dropped from above, since it is hardly credible that it could have been placed where it was first seen by any one on the earth's surface. It seems to me that the manuscript explains what is now a great mystery, and so I submit it to you.

Chas. Wright."

The writer of this manuscript, one Milt Brace, states that he fell asleep on a prairie. He awoke in a cigar shaped room with four beings who were speaking in a sweet tone of voice. They had large, brown eyes, a very large nose, and the face was wider than long. They were rather short, but this seemed to be due to short legs rather than short bodies. He stated that he had difficulty breathing, a swollen tongue, and a pressure in his head. A tube was inserted into his mouth, he inhaled, and felt better. He was given a piece of food the size of a kernel of corn. After he chewed and swallowed this, he felt as if he had eaten a full meal. Sun light shown through round windows in the curved ceiling. The material in the window bulged in and out as if breathing. He was given a robe to put on that completely covered him except for a hole for him to see through. They climbed up a string ladder to a deck above them. From the deck, he saw four wings which were flapping slowly. From the position of the nose of the ship, it was evident that they were going upwards and tilted to the right (as if banking). He again experienced difficulty breathing and again the tube was inserted into his mouth. In spite of the cold outside, he was very warm in the robe. All he could see above him was the blue of the sky, and below, nothing but clouds. They returned to the inside of the ship. Back on the inside, he again ate and was given two or three drops of a liquid which almost made him drunk. His robe was removed and they pointed to it and said 'fegole', which was the name of their government. He soon learned that when he wanted to go out on the deck, all he had to do was say 'fegole.' He saw all kinds of machinery: wheels, pistons, cylinders, etc., but could not figure out how it worked. When it was evidently getting dark, they again donned the robes and went back to the deck. Again, he had to breathe from the tube. The sky was so black, that he saw 10 times as many stars as he had ever seen and they were all in various colors, not as seen on earth. They circled an area and soon landed. When the string ladder was lowered, he sprang for it. However, he found that he was chained to two of the beings. The other two beings descended, but they had to breathe through a tube inserted in their mouths. It was evident that they could only breathe the lighter air high above the ground. The captain checked the ship out and the other being picked up samples of earth, grass, rocks, etc. When it started to get lighter, they left. The legs that it rested on got longer and longer until the craft was about 50 feet from the ground. Here the wings extended outward and began flapping. The craft was moving. He looked below and saw that the legs were running. He asked for and was given paper and pen and began writing this manuscript. When he finished writing, they were getting ready to land despite of rough winds and landing area, and he threw it overboard.

The above report posed several problems about it being placed in this grouping. If brought forward some very interesting circumstances. This was the only report that definitely indicated the need, and use, of breathing apparatus. At least one other report indicated that the beings had one, but this actually states that it was used. It was also the only report in which the beings seemed to be gathering samples of Earth's products. However, there are many statements that are not acceptable. The flapping wings and the running legs are virtually impossible. Another major drawback is that the craft was not seen and the whole report is hearsay to the third power.

The Darlington (WI) Democrat printed an article which appeared in weekly installments from April 29th to May 20th. It has all the makings of a hoax; however, it was not confirmed. It stated that on a beautiful summer (?) night, the members of the Whey Club were lingering around the whey barrels when they saw a great light moving toward them. One man said "it's the advance agent of prosperity sent out by McKinley and like the dove sent out from the ark cannot find a place to rest." It approached and landed near by. It was shaped like a long necked duck with an immense bill. A door opened and a man emerged carrying a roll of paper and a pencil. They thought it was another person petitioning for the postmaster position. They tried speaking to him in Dutch, French, English, and Norwegian, but he responded to none of them. The stranger grabbed the writer, a man called Hired Man, and dragged him toward the airship. When they got to the ship, the stranger let go, went into the ship, and returned with a bolt of wool. They now felt that he was a foreinner who had built the airship to avoid the duty from the tariff bill and wanted to trade it for Limburger cheese. There was a discussion concerning the tariff and it's effect on trade and prices. One of the witnesses left and returned with some Limburger cheese which caused the stranger to faint. A few of them carried him to the airship where he touched a glass ball and a door opened. When they had him inside, the door closed and they felt the craft move. They eventually got the top part of the door open and found themselves 500 feet above the cheese factory and they could see people looking up at the ship. Inside, they met a beautiful lady who said she had been taken from her home a year ago. They suddenly felt the ship falling and they were knocked out. When they came to, the stranger was injured and the lady was unconscious. They found that they were back on the ground and got out of the ship. The stranger hit the Hired Man and he was knocked out. When he came to, he was surrounded by the other men, the ship was gone, and they found a note. It was from the lady and she asked them to build an airship to rescue her. (Throughout the story there were many political comments and cuts.)

The Daily Chieftain of Pueblo, Co., of April 23rd, reported that the airship had been seen in Taos, NM, of the eve of Good Friday at 1930. It circled several thousand feet up and they could hear music. It was like an immense eagle with wings of enormous size, a fan shaped tail, and a very long neck ending in a head with a headlight. The cap had strange hieroglyphical characters like old English letters or German text. A cowboy fired several shots at it and it came to a stop. A clear voice said "perfuchte schwinehund" and it left south. On the tail were the words "Avril Nahr" which means "April Fool."

The Ashland (O) Press, of April 22nd, ran an article concerning an Orange Co. man named Garius Green. He had built and tested an airship. It was his plan to collect all the doctors of medicine and take them to South Africa. He contends that if it were not for doctors there would be no sickness. He plans to do the same with preachers and lawyers.

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THERE ARE PEOPLE IN IT!

Perhaps, the most fascinating and confusing aspect of the UFO situation is the accounts of beings seen in, or in the close proximity of, a UFO. These reports, CE 3's as they are commonly termed, are felt by most UFO researchers to hold the answer to the UFO situation. This is true on the assumption that what the beings relate to the witness is factual. This is the fascination. It is often the case that the information is false. This is the confusion. The greatest percentage of these reports seem to indicate that the beings are humanoid. This, at least, adds a human quality to a phenomenon that is beyond human understanding. This allows us to look at the phenomenon through our human eyes and logic, to rationalize the actions of both the beings and the UFO.

The CE 3 reports of the 1896/1897 airship wave makes this rationalization very simple. The vast majority of the reports dealt with very human occupants. However, there were a few reports of obvious non-humanoid beings. These will all be discussed later.

These CE 3 reports fell into 4 different categories: 1) EARTHERS ON BOARD; where the being said he was from the earth or identified by the witness as an earthling, but with no indication that the craft was of earthly origin; 2) NON-DESCRIPT CE 3; reports where the witness merely said there were people, or what seemed to be people, on the craft with no details concerning their description; 3) DESCRIPT CE 3; where the witness gives details concerning the beings appearance, conversational items, and, often, their origin, but not identified as being from the earth; 4) CE 3 INVENTOR CLAIMS; where the beings states that he, or she, was from the earth and that the craft was invented by the being.

EARTHERS ON BOARD

There were 42 occupant reports in which the beings were identified as earthlings. The majority of these reports named local characters as being on the airship. Of course, it is unknown what the local status of these individuals were, be it town drunk or what, and sometimes it appeared as an obvious cut to the individual. For instance, the Kinsley (KS) Mercury of April 1st reported: "It came out of the west and was manned by Mike Sutton and Ed Madison, of Dodge City. Mike was furnishing the wind, and Ed the ballast." The Wakefield (NB) Republican of April 22nd took a stab at 2 local residents by saying "...that it was being piloted by Cois. Starr and Wills, and was propelled by gas which they manufactured themselves in unlimited quantities."

Politicians were the victim of many of this form of verbal abuse. The Port Huron (MI) Times, of April 19th, said the occupants of the airship were "members of the Michigan legislature." It was also claimed by the Newton (IA) Herald, of April 16th, that the crew "proved to be 5 legislatures who had refused longer to draw a salary for killing time in Iowa's capital." William Jennings Bryan, Mark Hanna, and President McKinley were also said to have been seen on the airship. A typical report of this nature appeared in the Estherville (IA) Democrat of April 21st, and it read: "...discovered Mark Hanna and President McKinley in the ship. The ship is loaded with confidence and propelled by the wave of prosperity. Their mission in the west is to learn the feeling of the people at the present time regarding the single gold standard. The strong breezes caused by the spring elections have made it impossible for the ship to land with the occupants. The throwing out of stones to lighten the ballast is in response to the cry of the people for bread."

These reports were very difficult to evaluate, which is obvious from the above. In almost all instances, the craft was not even described, being generally called the airship. I could not accept the validity of any of these reports. All of the reports in this category are felt to be false and simply used the airship as a mode of derogatory comments and insinuation that the individual was full of "hot air."

NON-DESCRIPT CE 3

In this type of report, the witness merely stated that a being was seen on, or in, the airship. There is essentially no detail given concerning the alleged being. These reports will be presented in paraphrased manner from the reference as indicated at the end of each report. No attempt will be made to evaluate each report due to the lack of information. However,

an interjection will be made when the urge is strong and felt to be valid. It should be noted, that the presence, or absence, of the interjection, does not constitute an evaluation. If there is a valid reason for stating that a given report is a fake, it will be stated. If it is felt to be a real incident, it will also be noted. While reading these reports, it will be obvious why this approach is taken. There is just not enough details to justify an evaluation.

1. During the evening of November 17, 1896, several trolley employees in Sacramento, Ca., reported that they saw the airship 100 feet up. It was a cigar shaped craft with a framework hanging beneath it. There was a lamp suspended from the framework and it appeared to be enclosed in a globe. They saw two men who sat as if on a bicycle seat. One of them said, "Throw her up higher or you will strike that steeple."

(San Francisco Chronicle, November 19, 1896)

[This sounds very much like a sky-cycle which were popular exposition items, though not a true flying machine. There is some problem accepting the idea of seeing the men when the light was between them and the witness.]

2. At 2000, on November 22, 1896, a few residents of San Francisco, Ca., saw a slowly moving light to the west. A telescope revealed it was cartridge shaped with a light at the rear. It had 4 large screw-like propellers: 2 on top at the rear and 2 on the bottom. Two men were seen moving about in the machine.

(San Francisco Chronicle, November 24, 1896)

3. Several residents saw a moving light near Haywards, Ca., during the night of November 22, 1896. It passed over them about 400 feet up. When it was directly over them, it was seen as a bulky object going 4 mph. They chased it for 5 minutes and suddenly it accelerated to 20 mph and left. They saw a head peer out over the side of the machine.

(San Francisco Chronicle, November 24, 1896)

[With no light mentioned in the report, there is a difficulty in accepting the possibility of seeing a man's head, at night, when the craft was 400 feet up.]

4. Four residents of Phoenix, Az., reported that at 2100 on a recent night, they saw the airship pass over. It carried two search lights and several passengers were seen.

(Phoenix Gazette, December 6, 1896)

5. A few residents of Bloomfield, Nb., reported that on the night of February 10, 1897, they saw the airship. Apparently, it landed and it was found to be made of a material like aluminum and propelled by electricity. There were human like beings in it. Since they could not understand the language, they conversed by signs. It was found that they were from Mars, far advanced in the arts and sciences, and it took 1 year to get to the earth. The beings remained in town for 2 days and when they left, they took 2 residents with them.

(Bloomfield Monitor, February 17, 1897)

[The idea of an electrically powered airship coming from Mars is a little too unrealistic. Surely, if they were more advanced, they would know that an electrically powered interplanetary craft would be impractical.]

6. At 2230, on March 4, 1897, several people at Ansley, Nb., saw the airship. It was moving rapidly 1 mile up. It was shaped like a fish and 36 feet long. It left a streak of light, 300 yards long, in it's wake. It made a noise like thousands of prairie chickens taking flight. They saw 3 people in it. (Broken Bow (Nb.) Chief, March 5, 1897)

[Here the time/altitude factor comes in play. This is the relationship that the time of the sighting and the distance from the object has to the amount of detail seen. The idea of seeing the 3 people when the craft is 1 mile up, at 2230, and moving rapidly is very difficult to accept. Actually, the description sounds more like a meteor.]

7. At 0130, on March 31, 1897, two residents of Zanesville, O., saw a light cross the sky to the west. At 0230, they were awoken by a noise like a foghorn. They saw a cigar shaped object low in the northwest. Beneath the cigar shape, was suspended a caboose-like affair from which an electric light shone. There were three men in the cab. They asked for, and received, water, which they said they were short of.

(Zanesville Reporter, April 5, 1897)

8. During the night of April 4, 1897, several people at Minneapolis, Mn., saw the airship. It was shaped like a boat with a large, bright light at the bow. It had red and green lights on the sides and a pale light at the stern. They saw men, women, and children moving about on it as if very busy.

(Winona (Mn.) Herald, April 9, 1897)

9. Between 2300 and 2400 on April 8, 1897, a single resident saw the airship approaching Centerville, Ia., from the northwest at an altitude of 1/2 mile. It was a 12 foot long steel frame with many lights. It had a bright headlight that flashed about in the sky and 4 studded top gallants that were set to the southeast. A telescope was used and brought it into such a close range that the swish of wings could be heard. He saw 13 people making merry in the cabin.

(Ottumwa (Ia.) Courier, April 10, 1897)

[It would be possible to see the beings with a telescope, even with the time/altitude factor. However, the comment that the telescope brought the sound closer, is ridiculous.]

10. At 2130, on April 10, 1897, a large number of people at Grundy Center, Ia., saw a bright light that sailed over the city 3 or 4 times. At 2215, it landed at the fairgrounds and a man got out and oiled the machine. A gate opened in it and out came 2 ladies and gentlemen. They shook hands with the people and asked where they could get something to eat. They were directed to the hotel.

(Marshalltown (Ia.) Times Republican, April 12, 1897)

11. A resident of Jewell, Ia., during the night of April 10, 1897, saw a cigar shaped craft with 5 propellers. The propellers were located one at each end and 3 on the top of a mast shaped projection. Each propeller had a light shining from it. He heard the rumble of machinery and saw at least 2 people in it.

(Jewell Record, April 15, 1897)

12. A few residents of Grant City, Mo., reported that they saw the airship at 2000 on April 10, 1897. It was to the northwest and moving west. It appeared as a bright light the size of a wooden bucket. One witness said he saw the outlines of the machine with propellers. All witnesses agreed that they saw a moving body with the outlines of a man moving back and forth.

(Grant City Times, April 15, 1897)

13. At 0200, on April 11, 1897, several people at Lima, In., said they saw a moving light going east. A glass was brought into play and revealed a conical shape and several people in it, including a man at the helm.

(Muncie (In) Times, April 13, 1897)

14. At Madison, Wi., many saw the airship during the night of April 11, 1897. Most of the witnesses saw only moving lights. However, one man said it looked like a catamaran; another saw the name "Star Ticker" on the side; and still another saw a face laughing and it asked, "Has the sucker fishing began down there yet?"

(Madison Wisconsin State Journal, April 12, 1897)

[There are numerous cases in current UFO literature where witnesses of the same object do not see the same thing. However, there is too great a discrepancy here.]

15. Between 2000 and 2100 on April 11, 1897, many residents of Ripon, Wi., saw a light to the east. It was generally seen as only a moving red light. There were some who saw a form to it and heard the

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flapping of sails and tongues. One man saw one of the crewmen doing a flying trapeze act in the riggings.

(Ripon Advance Press, April 14, 1897)

[Again, the discrepancy between the witnesses is too great.]

16. At 0300, on April 11, 1897, two men were walking between Cedar Rapids and Albion, Nb., when they saw a bright light approaching. As it got closer, it took on a form and soon landed 3 feet from them. It was 37 feet 3 inches long, 11 feet 13 inches wide, and shaped like a hat. When they got to it, they found only a man standing. When he was asked where the airship was, he said he compressed it into a pocket sized arrangement.

(Albion News, April 16, 1897)

[No comment!!]

17. Many residents of Crown Point, In., saw blue and yellow lights during the night of April 11, 1897. They were about 2,000 feet up in the west and going northwest to southeast. One witness heard the rush of wings, another saw 4 huge electric lights on the sides, and still another saw female forms on it.

(Hammond (In.) News, April 15, 1897)

[Here again is the time/altitude factor and witness discrepancy.]

18. On April 11, 1897, a station agent at Nora, Il., heard the distant rumbling of what he thought was a train. He soon saw an airship descending to 150 feet and the wind was blowing it west. He ran after it and found it landed. Several men got out and were trying to fix a shaft. The witness helped them for 1/2 hour. As payment, one of the beings gave him a bird in an iron cage. It was a rare "zuxaquka zuzick," which means a black parrot. It spoke a strange language, but has learned to cackle like a hen.

(Warren (Il) Sentinel, April 21, 1897)

[Here there is too little information given when both the craft and the beings were seen at very close range. Why?]

19. Between 2300 and 2400 on April 11, 1897, a large number of people saw the airship at Eau Claire, Wi.. Field glasses revealed an object like a large gunboat. Some people said it looked like a monstrous balloon with flickering lights. It had green lights on the starboard and red on the port. One witness saw it as a long, low, rakish craft with a white light. Several beings were seen moving behind the light, there was man and a dog in the bow, and a bull pup in a basket, which could be heard barking. It was last seen at 0100.

(Eau Claire Telegram, April 13, 1897)

20. At 2300, on April 11, 1897, a few people at Logansport, In., saw the airship moving rapidly, 2 miles up. Most witnesses saw only red and green lights. One witness said it was like a barber pole with a shaving mug suspended from it. There was a man in it who threw magic lantern pictures on a barn roof.

(Logansport Reporter, April 12, 1897)

[Again the time/altitude factor and witness discrepancy is too great.]

21. Many people at Milwaukee, Wi., saw the airship hover over City Hall for 15 minute on April 11, 1897, at 2100. It came from the northeast and was 1,000 feet up. It was a large dark, oval object which cast a shadow. One man saw it with field glasses and saw wheels working and 4 men in it. It then left to the northeast.

(Marshalltown (Ia) Times Republican, April 12, 1897)

[Since the beings were seen only by the one man (he would not let anyone else use the glasses and described the craft and beings to the other witnesses), this is unlikely. This plus the time/altitude factor make the whole report doubtful. Besides, a craft that was 1,000 feet up at night and be able to cast a shadow, must be one extremely large craft.]

22. During the night of April 11, 1897, a man at Superior, Wi., saw the airship. It seemed to be caught in some trees. He borrowed a glass from a saloon, went to the roof, and saw two men get out, build a fire, and cook some fish.

(Superior Leader, April 14, 1897)

[That must have been one "strong" glass!]

23. At 0100, on April 12, 1897, many saw the airship land at Phillips, Wi., and the three man crew was caught stealing coal. They were taken to jail, the problem resolved, and the townspeople were allowed to inspect the ship. Several of the witnesses were taken for a ride.

(Ashland (Wi) Press, April 24, 1897)

[Whoa!! A coal powered airship?]

24. At 0200, on April 12, 1897, the airship landed near Pine City, Mn.. The beings went into town to get supplies and the witnesses inspected the ship. The name of the airship was "Prosperity" and it had been up for five months trying to find a place to land. After 2 hours, it rose and left west.

(Sandstone (Mn) Courier, April 14, 1897)

[This has too much of a political overtone.]

25. A woman saw the airship pass over El Reno, Ok., at 2200 on April 12, 1897. It was to the south and rapidly travelling east to west, 1/2 mile up. With opera glasses, she saw a man sitting in a rocking chair on the deck of the ship reading a paper that looked very much like the Evening Star.

(El Reno Evening Star, April 14, 1897)

[This sounds more like a possible ad for the Evening Star.]

26. During the evening of April 12, 1897, the airship was seen by a lone man near Camp Point, Il. A rope ladder was let down, a man descended it, and swung off and ran away.

One hour later, Sam Wallace was seen in town.

(Quincy (Il) Herald, April 13, 1897)

27. In Rushville, In., on the morning of April 12, 1897, a few people saw the airship. It had large wings which were used to propel it. There were 3 men in it and they were taking water at Hodge's Branch. It left northeast.

(Rushville Twice-Weekly Republican, April 20, 1897)

28. During the morning of April 12, 1897, a resident at Delavan, Wi., saw the airship, high and moving rapidly to the west. It had a powerful searchlight and red and green lights on the bulwark. It had ponderous wings like a Dutch windmill. "One in his imagination could plainly detect 3 men leisurely seated on empty cracker boxes playing 'cinch,' while a 4th, dressed in stainless linen served as caterer..."

(Delavan Enterprise, April 15, 1897)

[Like it said, "One in his imagination..."]

29. During the evening of April 13, 1897, a Logansport, In., man was treated by a doctor for a cut over his eye. He said that he was watching the airship when a deckhand opened a porthole and chucked a coupling pin at him.

(Logansport Journal, April 14, 1897)

[A coupling pin on an airship? Sounds like a tramp on a good drunk.]

30. The airship was seen going very slowly southeast to northwest at Table Rock, Nb., on the night of April 13, 1897. It was 24 by 40 feet in size. Through the windows, the witnesses saw passengers scurrying to and fro. There were 2 ladies, one with her hands fastened to a seat and the other waiting. They saw the figure of a man holding a huge revolver opposite her. When they heard a cry, one of the witnesses fired a revolver at it. The windows closed and the object left.

(Table Rock Argus, April 16, 1897)

(Sounds good to me!???)

31. During the early morning of April 13, 1897, a man at Louisville, Ky., saw the airship pass over, going southeast, 400 feet up and 100 mph. It was a huge oblong shape, 40 by 15 feet, and brilliantly lighted. In the front, he saw the form of a man standing.

(Louisville Post, April 13, 1897)

[The time/altitude factor plus the speed of 100 mph makes it unlikely to see the man.]

32. At 2000, on April 13, 1897, a resident of Olivett, Ks., saw the airship. It was very low and had a headlight as large as a barrel. It was followed by a stream of light about 50 yards long. It circled several times and left. Several persons could be plainly seen on board it.

(Osage City (Ks) Free Press, April 22, 1897)

33. During the evening of April 13, 1897, the airship was seen near Danville, Il.. On board were seen several people moving about as if preparing supper. One person was peeling potatoes, another kneading bread, and some around a red hot stove smoking. They also saw a dog on board.

(Danville News, April 15, 1897)

34. On the night of April 13, 1897, the airship landed near Taylorville, Il.. It landed because of a broken wing. It was cigar shaped and propelled by electricity. It was to remain until repairs made. On board were 6 men who refused to give any information as to their identity or purpose.

(In.) News, April 14, 1897)

[This is probably a hoax since it was not mentioned in the Taylorville papers.]

35. The airship was seen hovering over Crookston, Mn., at 2130 on April 13, 1897. It had a black hull the size of a livery stable and had red and green lights. It seemed to follow the river and 2 men were seen. "But would not say for sure whether they were in the airship or on the outskirts of the 5th ward." The men cast shadows the size of Ernest Rolsch and the consistency of McEwen (a hypnotist). Most of the witnesses saw only a bright light.

(Crookston Tribune, April 14, 1897)

[Here, again, is the witness discrepancy.]

36. At Lake Elmo, Mn., at 2315 on April 13, 1897, several residents saw a man walking, carrying a lantern as if looking for something. The witnesses went in the direction of the man and the light suddenly disappeared. They heard the crackling of twigs and a rushing noise. They saw a greyish object with two rows of 4 red and green lights. Traces were found in the form of 14 footprints that were 2 feet long, 6 inches wide, arranged 7 on each side in an oblong pattern, and seemed to be landing supports.

(St. Paul (Mn) Pioneer Press, April 15, 1897)

[This one has extremely good possibilities of being a real incident.]

37. At 2100, on April 13, 1897, the airship was seen at Hudson, Wi.. A photograph of the rear was taken and it showed the pilot. He made several comments about the "wetness of a dry town", "flop of the spring election", and a variety of other political comments.

(Hudson Stars and Times, April 16, 1897)

[This one has way too much in the nature of a political satire.]

38. On April 14, 1897, at 1500, the airship was seen to land at Gas City, In.. It was cigar shaped with broad wings. Six men alighted from a car attached to the ship and seemed to adjust some mechanism. It came from the northwest and left east.

(Marion (In) News, April 15, 1897)

The Wabash (In) Plaindealer of April 17, 1897, reported that it was 75 feet high, cigar shaped balloon, with a basket. One of the beings asked him to go with them.

39. The airship was seen at David City, Nb., during the night of April 14, 1897. It had a rudder, riggings, and several occupants, one of whom had his feet hanging over the dashboard.-Taken from the Ulyses (Nb) Dispatch.

(David City Butler Co. Press, April 23, 1897)

40. During the night of April 14, 1897, the airship landed near Attica, In.. Two mechanics were called upon to make repairs to it. A reporter from the Attica News went with them.-Taken from the Attica News.

(Lafayette (In) Courier, April 17, 1897)

The West Lebanon (In) Gazette of April 22, 1897, reported that it had landed near Rob Roy, In..

41. The airship was seen ascending at a 45 degree angle at Lancaster, O., during the night of April 15, 1897. It was cigar shaped with two pairs of large canvas wings. Further down the road, the witnesses met a group of men. When the later were asked if they had seen the airship, they said they had and one man said he saw 6 or 7 faces looking over the edge. One of the beings on the airship said if they met the former witnesses, to corral them and they would pick them up tomorrow night.

(Lancaster Eagle, April 16, 1897)

42. Many people at Farmersville, Tx., saw the airship at 2100 on April 15, 1897. It came from the northwest and passed over at an altitude of 200 feet at 60 to 80 mph going south-southeast. Most of the witnesses saw it as a light larger than a 50 cent silver piece. Some of them thought it was a cloudless tornado, and fled for storm shelters. Marshall Brown saw 2 men and a large Newfoundland dog in it. He heard voices, but they seemed to be in Spanish. Another witness saw 3 men and heard them singing "Nearer My God to Thee."

(Dallas (Tx) News, April 18, 1897)

[This one has all the ear-marks of a fake: the time/altitude factor, the speed, and far too great a discrepancy in the witness accounts.]

43. At 2200 on April 15, 1897, the airship was seen to pass over Perham, Mn.. It was going south at 50 mph. It was cigar shaped and brilliantly lighted. "Imagination also ran so high that they could distinguish moving objects in the ship."

(Perham Bulliten, April 22, 1897)

[Again, the word imagination is used.]

44. At Clinton, Il., a photograph was taken of the airship during the night of April 15, 1897. It showed a boat like hull, 5 pairs of wings, and smoke coming from a smokestack. They heard music from a brass band that was in the front of the ship. The engineer was oiling the machinery.

(Clinton Register, April 16, 1897)

[This is probably a hoax, since a reproduction of the photograph showed the ground beneath it.]

45. During the morning of April 15, 1897, the airship landed at Linn Grove, Ia.. When the witnesses were 700 yards from it, it spread it's wings and left. There were 2 queer looking beings with very long whiskers who threw stones overboard.

(Chicago (Il) Times-Herald, April 16, 1897)

46. The airship descended near Springfield, Mo., during the evening of April 15, 1897. It was first seen 800 yards up and descended to 30 yards. A man on the ship said he was shooting ducks and canvassing for Bryan's book on the first battle and bimetallicism. He even tossed a copy to the witness.

(Springfield Republican, April 16, 1897)

[This, and the next 2 reports appeared in the same issue of the reference and all 3 have too much of a political overtone.]

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47. On April 15, 1897, the airship was seen at Springfield, Mo. The witness saw a man manipulating a crank or lever which controlled the speed and course of the craft. The man said McKinley was not satisfied with the election result in the 4th ward and had sent him to investigate.
(Springfield Republican, April 16, 1897)

48. At 2100, on April 15, 1897, the airship was seen at Springfield, Mo.. It was 15 feet up and described as a black object with red lights. The captain of the airship called out and asked for a copy of the Republican saying he wanted to see how the slot machine question was decided. He said he had a pile of Missouri presidential appointments and left.
(Springfield Republican, April 16, 1897)

49. Near Cabool, Mo., on the night of April 15, 1897, the witness stepped into a shadow cast by the airship. It had two sets of wings like a dragon-fly and the body was cigar shaped and the size of a passenger coach. The tail had wings and made of hollow plates filled with gas. It had a canvas cover and 2 movable searchlights with different colored glass lenses. There was a row of lamps on the sides and a man was seen on the deck.
(Springfield (Mo) Republican, April 16, 1897)

50. On April 15, 1897, the airship was seen at Garland, Tx., during the night. It was to the west and going south very rapidly. It was cigar shaped and had two sets of wings: one on each side. There was one wing on the rear. They saw the engineer operating it.
(Galveston (Tx) News, April 18, 1897)

51. Between Grand Island and Doniphan, Nb., a man saw a boat shaped object with a number of red lights. This was during the night of April 15, 1897. Near the front sat a man dressed like an officer with an inscription on his cap. He saw another man, apparently a tramp, hanging to a fan of the propeller.
(Doniphan Index, April 17, 1897)

[Apparently, the witness had very good eye-sight in order to see an inscription on the cap, especially at night.]

52. At 2200, on April 15, 1897, a man saw the airship between Overton and Sumner, Nb.. It was first seen as a red light to the north going very rapidly to the south. It soon revealed itself as a huge cigar lit at both ends. It had a huge bubble attached to it by 3 illuminated cords. There was a box framework midway on the cigar in which 2 men were seated. The saw a flag, but could not tell if it was American or Cuban. The horses became unmanagable.
(Lexington (Nb) Pioneer, April 17, 1897)

53. At Brule, Wi., at 2030 on April 15, 1897, a cigar shaped craft was seen by many going northwest. It had two white lights on the sides and a large light in front. One witness saw a man steering it. Traces were found in the form of a small fire burning.
(Superior (Wi) Leader, April 17, 1897)

54. At 0100 on April 16, 1897, several at Waxahachie, Tx., saw the airship 400 feet up and going north. The light from it lit up a wide area. The machinery seemed to be operated by a woman who was running a patent like sewing machine. When it sailed at a certain angle, the searchlight would shoot toward the hotel.
(Dallas (Tx) News, April 18, 1897)

55. During the night of April 16, 1897, the airship was seen at Cleburne, Tx.. It was going rapidly to the southwest. It had 2 white lights in front and green at the rear. They saw a passenger give the brakemen the go ahead sign.
(Dallas (Tx) News, April 18, 1897)

56. The airship was seen at Vincennes, In., during the night of April 16, 1897. It was to the north and going northwest. The witnesses heard voices and saw a man moving about as if adjusting the machinery.

(Vincennes Commercial, April 17, 1897)

57. On April 16, 1897, the airship was seen anchored near Put-in-Bay, O., during the night. Several people saw the crew of the airship roll on several tanks of wine. It rose and hovered over the bay where one of the crewmen caught several fish.

(Toledo (O) Bee, April 17, 1897)

58. At 2200 on April 16, 1897, the airship was seen from Delphos, O., going north. It was described as varied colored lights. One witness saw 4 men and a little girl waving handkerchiefs to the people below.-Taken from the Delphos Herald.

(Lima (O) Republican Gazette, April 20, 1897)

59. At Ashtubula, O., at 2130 on April 17, 1897, the airship was seen. The occupants were seen looking at Main's circus tent with spy glasses.

(Jefferson (O) Sentinel, April 22, 1897)

60. At 2000 on April 17, 1897, a few railroad employees saw the airship at Irishtown, Ky.. It was cigar shaped, a dull lead color, and looked like a large winged spider. They met an occupant who had a bucket and asked where he could get fresh water. He took water from a spring.-Taken from the Lexington Argonaut.

(Richmond (Ky) Climax, April 21, 1897)

61. The airship was seen at Lafayette, In., at 2300 on April 17, 1897. Several figures were seen near the galley. The witnesses heard the command: "Pipe all hands to plum duff and grog." It was going at 7 knots/minute.

Lafayette Times, April 18, 1897)

62. On April 17, 1897, the airship landed at Prairieburg, Ia., at 2000. The general manager of it made arrangements with a business man to sell tickets to Mars at "one fare plus \$2" with the privilege to stop anywhere enroute and good for 30 days.

(Central City (Ia) Newsletter, April 22, 1897)

[Right!!]

63. A lone man claimed to have seen the airship at Bonfield, Ill., during the night of April 18, 1897. It was canoe shaped, gold plated, studded with diamonds, and satin lined. From it, came enchanting music and bewitching perfumes. Inside the craft, was a lovely maiden who smiled and beckoned to him.

(Kankakee (Ill) Gazette, April 22, 1897)

[Sounds like he had some good stuff.]

64. At 2135, on April 18, 1897, at Lovelady, Tx., a man saw the airship to the northwest. It was going northeast very rapidly and about 150 feet up. It was shaped like a dragon fly with wide wings that were curved instead of straight. It had a long, cone shaped attachment which swung underneath and extended 2/3 the length of the machine. The machine was 150 to 200 feet long and had a green light. There was something that looked like a man moving about in the lower attachment. It altered it's course several times. After it left, he found an empty cigar box and peach can.

(Galveston (Tx) News, April 22, 1897)

65. The airship was seen hovering over the court house at Rensselaer, In., at 0230 on April 18, 1897. It was 1 1/2 miles up and the lone witness saw 4 men in it.

(Rensselaer Republican, April 22, 1897)

[Again, the time/altitude factor reflects greatly on this report.]

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66. During the afternoon of April 18, 1897, the airship landed on the banks of the Brazos River, near Caldwell, Tx. The witnesses reported that it took on water and that 2 of it's sailors caught a colored man and took him with them. The craft rose and left east. (Galveston (Tx) News, April 20, 1897)

67. At 0036 on April 18, 1897, the airship was seen to pass over Cincinnati, O.. It was 1/2 mile up and going south at 30 mph. It was generally described as cigar shaped with flapping wings. The many witnesses heard the sound of an engine, voices, music, and song. One of the witnesses saw a man with his arms and legs hanging out working the propeller with a bicycle attachment. It carried a lantern of 18 colors. Another witness saw a man hanging onto the rudder. Still another saw 25 men astride the craft.

(Cincinnati Commercial Tribune, April 18, 1897)

[This one also has the makings of a good fake; noting the time/altitude factor, flapping wings, and witness discrepancy.]

68. A lone witness at Elysian, Mn., saw the airship land at 0600 on April 19, 1897. It was manned by three men. (Mankato (Mn) Review, April 20, 1897)

69. The airship landed at Montpelier, In., at 1000 on April 19, 1897. The lone witness fed the occupants and they gave him \$18.

(Marion (In) Chronicle, April 23, 1897)

[For the witness having such an apparent good look at the ship and the beings, there is not enough information that should have been present.]

70. At Belton, Tx., at 2330 on April 19, 1897, the airship was seen going southwest to northwest very rapidly. It had to alter it's course a little to avoid hitting a tent. As it went by, 10 passengers were seen. They spoke as they went by, but was not understood.

(Terrell (Tx) Times Star, April 30, 1897)

71. At 2100 on April 19, 1897, the airship landed for 30 minutes at Linton, In.. It took on 3 tons of coal and the two men in it said they were on their way to Canada. It left north.

(Indianapolis (In) Sentinel, April 21, 1897)

[It is a little hard to picture the airship using coal as a power source, or even carrying 3 tons of it.]

72. At Galton, Il., on April 19, 1897, the airship was seen, at night, moving slowly, 100 feet up. It was 50 feet long, 20 feet wide, and made a whirring noise. The lone witness saw people in it dancing and could hear the music. There were 2 men standing on the deck and one of the asked, "I wonder who the gentleman is burning bush?" They threw an apple out, which landed near him.

(Chicago (Il) InterOcean, April 26, 1897)

[The Chicago InterOcean had an extremely poor reputation for "truth and veracity."]

73. At Lyons, Nb., on April 20, 1897, a bright light was seen at 2130 to the southeast, going northwest. As it got closer, they saw large fans like those on a windmill and they were revolving very rapidly. They could hear a faint whirring noise. Through some opera glasses, they saw a large man in a grey coat presiding over the steering apparatus. The craft had a red light at the rear.

(Lyons Sun, April 21, 1897)

74. At dusk on April 20, 1897, what first looked like a silver cloud, was seen over South Table Mountain, from Golden, Co.. It was moving slowly toward Mt. Zion. A pair of field glasses showed a bright metallic, cigar shaped car with 3 men in it. Two of the men were smoking and one man was operating a Kodak.

(Golden (Co) News, April 24, 1897)

75. At Murray, Ky., at 2000 on April 20, 1897, a large cigar shaped craft was seen. It had imense wings, guy ropes and rods, and a searchlight in the front. There were four men in it waving frantically and the ship seemed to be unmanagable. -Taken from the Murray Ledger.
(Mayfield (Ky) Monitor, April 28, 1897)

76. During the night of April 20, 1897, a funnel shaped object was seen over Bemidji, Mn.. It was 22 feet long and had different colored lights. It circled over the lake and 4 occupants were seen.
(Bemidji Pioneer, April 22, 1897)

77. A cigar shaped craft landed at Columbus, O., at 0430 on April 20, 1897. It was 30 to 40 feet long, pointed at both ends, 8 feet wide, and 6 feet deep. It rested on legs and had 2 huge wings on each side. It appeared to be made of aluminum. Several men emerged from it and secured a couple tons of coal and 2 barrels of water.
(Columbus Dispatch, April 20, 1897)

[Again, the idea of a coal powered airship does not make this report very believable.]

78. At Sharon, Pa., on April 21, 1897, a few people saw the airship 2,000 feet up and going west. It was cigar shaped, winged, and had a propeller. They saw three men on board it.
(Erie (Pa) Times, April 22, 1897)

(Another source indicated that it occurred at Youngstown, O., and seen by "re(lie)able citizens. Many other sources stated that it was at Sharon.)

79. At 0700 on April 21, 1897, a cigar shaped craft was seen to land at McCausland, Ia.. It was 40 feet long, 2 propellers operated by a small, complicated gasoline engine, and 4 wings on each side, operated by still another gasoline engine. When first seen, it moved as if something was wrong. It landed on a main street and 5 men emerged. One of them went to the blacksmith and bought several small steel rods. They fixed the ship and left toward the east in 1 hour and 50 minutes.
(Chicago (Il) Interoccean, April 26, 1897)

[Again, the Interoccean was very unreliable.]

80. The airship landed at Muncie, In., during the night of April 21, 1897. The lone witness said an occupant got out and asked for some milk. He said they had been out since leaving Evanston, Il.. The witness gave him some milk, he went into the ship, pulled a cord, and it left north. (Chicago (Il) Interoccean, April 26, 1897)

[This is probably a hoax since none of the Muncie papers made even a mention of it, plus the source.]

81. On April 22, 1897, the airship was seen at Kenly, NC., at 1930. It was low and moving very slowly to the southwest. The outlines of 2 people were seen in the netting of the craft.
(Wilmington (NC) Messenger, April 23, 1897)

82. During the evening of April 21, 1897, a strange light was seen in a field in Voyer Valley Township, Ia.. The next morning, the witness found the airship with 7 crewmen who could not speak English.
(Early (Ia) News, April 30, 1897)

83. On April 23, 1897, the airship was seen hovering over a coal chute at Brownington, Mo. Several occupants alighted and loaded 10 to 50 tons of coal. The object raised it's huge wings and flew 50 yards. It landed and took on 75 barrels of water. The occupants tried to get the agent to go with them, but he would not. It rose to 300 miles and left west.
(Clinton (Mo) Eye, April 24, 1897)

[No comment.]

84. During the night of April 23, 1897, a man at Galton, Il., heard a whizzing noise. He looked up and saw the airship. It was 75 feet long, 25 feet wide, and there were 5 men in it. Two of the men were

wrestling as the other 3 watched. When one of the men saw the witness, he threw down a piece of blue paper which read: "The great airship 'William J. Bryan' bound for the Holy Land. No stop over allowed."

(Ironton (O) Register, April 29, 1897)

[Again, no comment.]

85. At 0430 on April 23, 1897, two witnesses from different locations saw the airship near Arkwright, NY. It was a queer looking cloud that was cigar shaped, winged, and a bright light in front. One of the witnesses saw a light at the rear and a man or 2. It was seen for 1 minute at 2,000 feet altitude, and left south.

(Dunkirk (NY) Observer, April 23, 1897)

[It would appear that the time/altitude factor is, again, important to be noted.]

86. At Nevada, Mo., at 0200 on April 23, 1897, a huge vessel was seen by several railroad men for 1 hour. It had red and blue lights on the sides and people could be seen peering over its sides.

(Nevada Mail, April 23, 1897)

87. On April 24, 1897, a witness at Potosi, Wi., heard a whirring noise during the night. He saw the airship with 2 men sitting on the railing smoking cigarettes. When they saw the witness, one of them said, "Cull, get onto the bum mug" and laughed fiendishly. The witness' "face is on exhibition at Deneen's Saloon for any who doubt his statement."

(Chicago (Il) InterOcean, April 26, 1897)

[The InterOcean strikes again.]

88. The airship was seen at Greenfield, In., at 1930 on April 24, 1897. It was going northeast at 50 feet up. It had a headlight in the bow and one in the stern. It was boat shaped and had a house in the center for the machinery. They saw a man standing in front of a boat shaped basket. There was what looked like a gas bag above it.

(Hancock (In) Democrat, April 29, 1897)

89. At 2050 on April 24, 1897, the airship was seen at Lacoste, Tx. It was seen by a large number of people for 10 minutes. It was going north at 60 mph at an altitude of 1/2 mile. It was 40 feet long, had a canvas covering, and circled the city. A telescope revealed 2 men in it.

(San Antonio (Tx) Express, April 27, 1897)

[It would be rather hard to sight an object moving 60 mph with a telescope.]

90. A strange buzzing sound was heard at Louisville, Ky., on the morning of April 24, 1897. The witnesses saw the airship going south, 200 feet up, and at 100 mph. A man was standing in the rear of the lower part of the cigar shaped craft. There were 2 other men sitting in the helm. The man in the rear dropped a card which bore the words "Mattoon, Illinois."

(Louisville Courier-Journal, April 25, 1897)

91. At Devine, Tx., on April 26, 1897, the airship was seen 300 feet up and going south at a rapid rate. It was 40 feet long and there were 7 or 8 people in it. A piece of paper fell from it which read, "This is the best part of Texas we have passed over. The climate seems delightful, the air pure and the scenery picturesque. In fact we are prone to pronounce this the finest country that a flying machine ever flew over. Tell them that you saw us."

(San Antonio (Tx) Express, April 28, 1897)

[Sounds like a good ad for the city.]

92. A lone witness heard the sound of wings at 2300 on April 26, 1897, in Reno County, Ks. He soon saw a large dark object with small lights in the fore and aft. It was to the northwest and going northeast at 1/2 mile up. A glass revealed that it was like an immense 3 masted schooner with sails and jibs

set. He saw a man standing at the wheel steering the craft. It had a rudder shaped like a wind vane and was being followed by 5 lines of geese.

(Hutchison (Ks) News, April 30, 1897)

[Right!]

93. At 1900 on April 27, 1897, residents of Elkton, Tn., heard a dog barking and saw the airship. It was cigar shaped and had immense white wings and guy ropes and rods. They saw 3 men frantically waving their hands and the craft seemed to be out of working order.

(Clarksville (Tn) Chronicle, May 1, 1897)

[This report is felt to be a hoax in the nature of plagiarism of #75.]

94. At Norwich, NY., the airship was seen going south at an altitude of 100 feet. This was at 2330 on April 27, 1897. It was cylindrical shaped, 25 to 30 feet long and had a fan shaped screw at the stern. The witness heard a shout and saw a man's head. Something fell and hit the horse. It was a lead pipe with a note which read: "On board the Icarus, April 27, 1897. Machine partly disabled; unable to proceed further north against the wind. Going back to southern station for repairs and will return to Norwich Friday forenoon next. I. Green."

(Norwich Sun, April 28, 1897)

95. A cigar shaped object was seen to the south of Portsmouth, O., at 1930 on April 27, 1897. It was brilliantly illuminated with at least a score of lights. The numerous witnesses saw men moving about it as if making repairs.

(Portsmouth Blade, April 28, 1897)

96. A Louisville, Ky., man claimed to have taken a trip on the airship to Evansville on April 28, 1897. There were 5 men on it and one of them took ill and was left at Evansville. He was returned and landed near Jeffersonville. He said they were leaving for London, England, and that he would send a cablegram to the Journal.

(Louisville Journal, April 30, 1897)

[The Journal fell hard for this one.]

97. At 0200 on April 29, 1897, the airship was seen at Dayton, Mi., going south at a rapid rate. It was like a big cigar with a basket hanging beneath it. There were lights around the basket and the forms of 3 people were seen.

(Saginaw (Mi) Globe, April 29, 1897)

98. During the night of April 30, 1897, the airship landed at Kellerton, Ia.. The occupant woke the witness and asked for a pipe of tobacco. The witness was asked to go away on the airship, but he declined.

(Mt. Ayr (Ia) Record, May 6, 1897)

99. At Cassville, In., at 0100 on May 2, 1897, the witness was riding when suddenly the horse became frightened. He saw a 40 foot long cigar shaped craft. It was handsomely furnished inside and the crew was made of foreign midgets who spoke no English.

(Kokomo (In) Tribune, May 4, 1897)

[This report also has good possibilities.]

100. At 2230 on May 3, 1897, the airship was seen for 20 minutes at Matteawan, NY.. It was at 45 degree elevation to the west and going north. It shone with a radiant white light. They saw what they thought was a seaman heaving the lead and a green cabin boy came to the rail and chucked a large pan of hot ashes to windward. Bright green light streaked with yellow was seen flashing at intervals. A bright white light was shot upward at times. It was thought to register 200 tons.

(Newburgh (NY) News, May 5, 1897)

[It is felt that the witness were describing a steamboat.]

91

101. Several railroadmen were on a train at Kenesaw, Nb., during the night of May 5, 1897, when they saw a red light swinging across the track. The train stopped and a man with the red light approached and asked if he could borrow a bushel of coal. He said that he needed it for the airship. The man asked what kind of coal they used on the train. When he was told Newcastle, he said, "Newcastle be d--d, do you suppose I could trust myself up a mile in the air and depend upon that stuff...."
(Hastings (Nb) Tribune, May 7, 1897)

102. The airship was seen at Ariba, Co., at dusk on May 5, 1897. A man was seen working a lever. The ship had an outstretched sail.
(Hugo (Co) Ledger, May 7, 1897)

103. At 0300 on a March 1897, day, the airship was seen hovering low at Newton, Ks.. The engineer of the craft was seen to stoop over, examine the buds of a peach tree, turn a lever, and the craft left.
(Wichita (Ks) Eagle, April 2, 1897)

104. Sometime in April or May of 1897, residents at Rockport, Mo., heard a noise and saw the airship. It was a large raft shaped craft. They saw people moving around in it. One handsome lady waved her handkerchief at the witnesses. The craft had a long tail, like the Dingley Tariff bill.
(Rockport Mail, May 7, 1897)

105. During April of 1897, a huge airship was seen to pass over Shenango Township, Pa.. The witnesses distinctly saw 2 occupants in it.
(Salem (O) Herald, April 24, 1897)

106. The airship was seen at Fremont, Nb., during April of 1897. The witness said he saw an occupant drop down a snare and pick up a chicken. He then dropped a note which read: "This dod gasted airship business is not what some people might crack it up to be. My vehicle is out of order and will not down. A goose hunter shot the flim-flam off my flying jib and a Kansas cyclone took me in it's warm embrace and didn't do a thing to this blamed machine. I can't come down. The machine won't work. I have grown gray-headed in the business. Excuse hast and poor writing and search for my remains."
(Kearney (Nb) Hub, April 26, 1897)

107. Sometime in April of 1897, the airship was seen at Gallitin, Mo.. It was cigar shaped and had lights that changed at intervals. There were several occupants seen on board it. One witness saw a man sweeping the deck, and another saw an attache scraping barnacles from the hull.
(Gallitin North Missourian, April 30, 1897)
[Come on! Barnacles on a flying machine? Must have a very poor navigator.]

108. At Point Pleasant, Wv., one night in April of 1897, several people heard a rumbling, hissing noise. They saw the airship with a brilliant red headlight. It slowed and hovered revealing a cigar shaped craft. One witness saw a man at one of the openings smoking a cigar.
(Point Pleasant Register, April 28, 1897)

109. At an unspecified date in April of 1897, several people at Nashville, Ak., saw the airship. It was cigar shaped, had a propeller at the rear, and wheels on the sides. One witness saw a beautiful lady on board and he spoke to her for a few moments.
(Nashville News, April 1897)

110. Sometime in April or May of 1897, a man at Castroville, Tx., saw the airship. He saw a cow on it and a passenger asked if he could buy hay in Castroville.
(Castroville Anvil, May 14, 1897)

111. On an unknown date in April of 1897, several residents at Eminence, Il., were awakened by 2 men yelling. They asked for a hatchet. They were in some kind of conveyance with a cover. The witnesses heard the noise of an engine and the flapping of wings. It left to the northwest.

(Lincoln (Il) Courier, April 23, 1897)

[Again, the flapping wings is unlikely.]

112. A lone man at Doniphan, Nb., claimed to have seen a 80 foot long airship in April of 1897. On board he saw several ladies in white and a man who was a dude and smoking a cigar. On the side of the ship was "The Milky Way Unlimited." The man was apparently Swedish as he was heard to say, "Aye bane booty dires of dese mokay work. Ay skall foreuqvich eshaal ven aye get to da end vfdas journey."

(Doniphan Index, April 17, 1897)

113. During a day in April of 1897, the airship landed at Downs, Il.. The lone witness said it was cigar shaped and that he conversed with the 6 occupants.

(Bloomington (Il) Pantagraph, April 17, 1897)

[Again, there is not enough details that should have been present in such a close encounter.]

114. It was reported that some men saw the airship land near Elburn, Il., during April of 1897. They found 2 men with it. It weighed 500 pounds and was made of light material. They conversed with the men but learned little. They said they were going from the Pacific to the Atlantic and were following the Northwestern Railway.

(Rockford (Il) Republic, April 12, 1897)

115. A man in Nashville, Tn., was up late one night in April of 1897, working on Centennial Stock Certificates. He saw a huge machine pulling, blowing, and flashing different colored lights. He saw a man in the stern putting on earthbrakes. He wore a cap and put something to his face, either a telescope or a bottle. There was the sound of tingling of bells as the ship went toward the Centennial Grounds. It was about 200 feet up.

(Nashville Sun, April 18, 1897)

116. On an unspecified day in April of 1897, a man in Waseca County, Mn., saw the airship descending toward a pond. He ran toward it and saw some men laughing at him. When he neared it, it turned tail to earth and left.

(Window (Mn) Reporter, April 22, 1897)

THEY LOOK LIKE....

In this chapter, I will be concerned with what I have called Descript CE 3 reports. These are the reports in which the occupant of the airship was described with detail. The amount of information concerning the alleged being varied greatly. Some of the reports gave just enough data to make it incompatible with the previous category. And quite the contrary, some of the reports gave a great amount of data. These reports will be given as direct quotes from the sources of the report. The evaluation which follows each report is strictly my own and based on several factors.

The factors which were used to evaluate the reports were as follows:

1.) Presentation—was the report printed in such a manner that it was believable, were there sarcastic undertones of an individualist or political nature. Essentially, did it have a ring of truth. This would appear to be purely an interpretation of the report, as published. It is entirely possible that the report was published in a different manner than it was reported. That is, the newspaperman who wrote the article, could have added, or changed, the details, and/or comments, that the witness did not report to him. This could be the case when the writer was not the witness. When the witness was the newspaperman, it was even more difficult; especially when viewed with the knowledge that each newspaperman was out to "scoop" or "out-do" the next. At this stage of newspaper journalism, a good writer could pull off almost any hoax.

2.) Being description—was the being described in such a manner to make it believable. In many of the reports that follow, this played little or no part in the evaluation, but in some, it played a great part. It is accepted that if the airship did originate on some other planet, the life form would not be believable. When this factor played an important part in the evaluation, (to be honest with myself and you) it was almost always a gut reaction. Fortunately, this is almost the whole basis on belief in UFO's.

3.) Craft description—was the craft believable and was it compatible with the being description. This factor played a very important part in most of the evaluations. As I have stated previously, I have an extremely difficult time accepting the concept of flapping wings on a flying machine. In the 19th century, this might have seemed to be the only way to fly, but this has never worked. It would be possible to propel a craft with flapping wings, but this would require a technology greater than what was available in 1897. Granted, this technology might be known to an extraterrestrial civilization, but it would serve no purpose. Surely, if they were capable of inter-stellar, or even inter-planetary, flight, they would be aware of its impracticability. You could say deception. But, why deceive us?

4.) Information given—when the being gave information, was it believable or proven to be fact. Again, this played an important factor in the evaluation of the reports when applicable. However, you could still say, "Deception!" But again I ask, why? The answer of deception in relation to the occupants would seem to make all CE 3 reports factual. I choose to use this factor on exactly what the beings related. It is very obvious, in some of the following, where and when this factor was most important.

5.) Beings knowledge—this would be where the beings claimed to know a local individual, the language, and/or data concerning the locale. I feel that the knowledge on local individuals was an indication that the report was being used as method to poke fun at that individual. The knowledge of the language would be possible, but unlikely. It is accepted that current beings could acquire a working knowledge of Earthly languages via radio and television signals. Since neither of these existed in 1897, they are ruled out as a media for the education of extraterrestrials. It would be possible for them to gain this knowledge by abducting an individual for the purpose of instruction. I find this possibility somewhat difficult to accept fully; however, it remains possible. In some of the reports, the beings indicated knowledge of where they were and of the area. If the being was extraterrestrial, this is extremely unlikely. Even in the case that the being was actually a terrestrial, it still remains a great drawback. The being would have to have landmarks to identify the city from the air, and since the major identifying structures did not exist yet, this is hard to accept. Of course, it would be possible that they had a complete aerial map of the United States with the proper longitude and latitude of cities on hand, but, again, this is highly unlikely.

6.) Miscellaneous-This factor would vary from the witness to source, and includes good-old-fashioned gut reaction. In a few of the reports, the newspaper that published it originally were felt to be unreliable. This was the case when the paper was known to have been involved in a previous hoax.

The reports that follow make for some interesting, if not fascinating, reading. They range from the totally absurd to what is felt to be real accounts.

1.)

THREE STRANGE VISITORS
Who Possibly Came From the Planet Mars
Seen on a Country Road by Colonel H. G. Shaw and a Companion
They Boarded the Airship.

For more than a week the papers all over the coast have been reporting the presence of an alleged airship or flying machine, which many reputable people claim to have seen on several occasions in the heavens at night. Whether or not there really is such a contrivance navigating the air the Mail is unable to satisfactorily determine, but some of the papers have taken the matter seriously and others have been disposed to make light of the statements. A couple of San Francisco attorneys have secured a lot of free advertising by claiming to have clients who have invented and tested successful flying ships, and the newspapers have filled several columns talking about the aerial mystery.

The Mail makes the above statement merely by way of preface to a most remarkable story which is related by Colonel H. G. Shaw of this city, formerly of the Mail editorial staff. Colonel Shaw is at present engaged in collecting an exhibit for the Stockton Commercial Association to be displayed at the Citrus Fair which will be held in Fresno during the coming month. The gentleman was very reticent about relating the circumstance, as he said he had no idea that it would be believed by anyone, and he was loath to appear before the public as a romancer or as a man who had looked upon shoe-string when it was red. He tells the story as follows:

THREE STRANGE BEINGS

"Were it not for the fact that I was not alone when I witnessed the strange sight I would never have mentioned it at all. Wednesday afternoon I went out to Lodi and Lockeford in company with Camille Spooner, a young man recently arrived from Nevada. I went to the places mentioned in quest of material to form an exhibit to represent this county at the Fresno Citrus Fair. We left Lodi on the return trip, I should judge, shortly before 6 o'clock, and we were jogging along quietly when the horse stopped suddenly and gave a snort of terror. Looking up we beheld three strange beings. They resembled humans in many respects, but still they were not like anything I had ever seen. They were nearly or quite seven feet high and very slender. We were both somewhat startled, as you may readily imagine, and the first impulse was to drive on. The horse, however, refused to budge, and when we saw that we were being regarded more with an air of curiosity than anything else, we concluded to get out and investigate. I walked up to where the strange looking persons were and addressed them. I asked where they were from. They seemed not to understand me, but began--well, 'warbling' expresses it better than talking. Their remarks, if such you would call them, were addressed to each other, and sounded like a monotonous chant, inclined to be guttural. I saw it was no use to attempt a conversation, so I satisfied myself with watching and examining them. They seemed to take great interest in ourselves, the horse and buggy, and scrutinized everything very carefully.

WEIGHED LESS THAN AN OUNCE EACH.

"While they were thus engaged I was enabled to inspect them as well. As I have already stated, they were seven feet in height and very slender. I noticed, further, that their hands were quite small and delicate, and that their fingers were without nails. Their feet, however, were nearly twice as long as those of an ordinary man, though they were narrow, and the toes were also long and slender. I noticed, too, that they were able to use their feet and toes much the same as a monkey; in fact, they

appeared to have much better use of their feet than their hands. I presently discovered that this was probably a provision of nature. As one of them came close to me I reached out to touch him, and placing my hand under his elbow pressed gently upward, and lo and behold I lifted him from the ground with scarcely an effort. I should judge that the specific gravity of the creature was less than an ounce. It was then that I observed him try to grasp the earth with his toes to prevent my lifting him. You can readily understand that their slight weight made such a provision necessary, or they might be blown away.

"They were without any sort of clothing, but were covered with a natural growth hard to describe; it was not hair, neither was it like feathers, but it was as soft as silk to the touch, and their skin was like velvet. Their faces and heads were without hair, the ears were very small, and the nose had the appearance of polished ivory, while the eyes were large and lustrous. The mouth, however, was small, and it seemed to me that they were without teeth. That and other things led me to believe that they neither ate nor drank, and that life was sustained by some sort of gas. Each of them had swung under the left arm a bag to which was attached a nozzle, and every little while one or the other would place the nozzle on his mouth, at which time I heard a sound of escaping gas. It was much the same sound as is produced by a person blowing up a football.

OF INDESCRIBABLE BEAUTY.

"From the description I give I do not want you to get the idea that these creatures were hideous. In appearance they were markedly the contrary. They were possessed of a strange and indescribable beauty. I can express myself in no other way. They were graceful to a degree, and more divinely beautiful than anything I ever beheld.

"The strangest part of the story is yet to come. It is the lights they carried. Each held in his hand something about the size of a hen's egg. Upon holding them up and partly opening the hand, these substances emitted the most remarkable, intense and penetrating light one can imagine. Notwithstanding its intensity it had no unpleasant effect upon our eyes, and we found we could gaze directly at it. It seemed to me to be some sort of luminous mineral, though they had complete control of it.

"Finally they became tired of examining us and our horse and buggy, and then one of them, at a signal from one who appeared to be the leader, attempted to lift me, probably with the intention of carrying me away. Although I made not the slightest resistance he could not move me, and finally the three of them tried it without the slightest success. They appeared to have no muscular power outside of being able to move their own limbs.

STRANGE AIRSHIP.

"Well, after trying in vain to move either of us they turned in the direction of the Woodbridge canal, near which we were, and as they flashed their lights towards the bridge we beheld a startling sight. There, resting in the air about twenty feet above the water, was an immense airship. It was 150 feet in length at least, though probably not over twenty feet in diameter at the widest part. It was pointed at both ends, and outside of a large rudder there was no visible machinery. The three walked rapidly toward the ship, not as you or I walk, but with a swaying motion, their feet only touching the ground at intervals of about fifteen feet. We followed them as rapidly as possible, and reached the bridge as they were about to embark. With a little spring they rose to the machine, opened a door in the side, and disappeared within. I do not know of what the affair was built, but just before it started I struck it with a rock and it gave no sound. It went through the air very rapidly and expanded and contracted with a muscular motion, and was soon out of sight.

"I have a theory, which, of course, is only a theory, that those we beheld were inhabitants of Mars, who have been sent to the earth for the purpose of securing one of its inhabitants. I feel safe in asserting that the stories being told by certain San Francisco attorneys are clumsy fakes, and should not be given credence by anyone."

From the Stockton (CA) Mail of November 27, 1896.

[This report makes for some very interesting reading. As far as an evaluation is concerned, it has both strong points and weak points. The fact that the witness was a former newspaperman would increase

the possibility of a hoax. The guttural language of the beings is a strong point, in that this has continued to be reported even at present. The beings showed a logical interest in examining the witness, the horse, the buggy, and the general area. The major weak point is that he reported that the being weighed less than an ounce. He went on to related that they used their feet to hold them to the surface. He later reported that when they went to the ship, they did so in leaps of 15 feet. If this was true, they would have been blown away by the slightest breeze. The mention of the breathing apparatus is extremely interesting, as this is the one of the rare instances of this. The idea of the craft expanding and contracting is also very illogical. All in all, this is felt to be a hoax.]

2.)

JOE SAW IT.

J. K. Joder Gets Within Talking Distance of the Air Ship

Sailors.

J. K. Joder, a west side druggist, was going home about 1 o'clock this morning (April 10) and when near the corner of Washington and West Fourth streets was filled with wonder and awe on beholding what seemed to be a monstrous bat gliding through the air, and coming toward him from the east.

For a moment, all that he could see was an immense black object with what seemed to be eyes of fire, but as it approached and glided down into the road, he remembered what he had heard of and read of the mysterious airship and at once decided to investigate. He was too frightened to make accurate observations, but tells a very plausible story of what followed.

"I succeeded in approaching within about a hundred feet of the ship," said Mr. Joder today, "and would have had quite a story to tell you, but for one thing—the sailors were all foreigners. I am quite sure they were Polanders, for they were small in stature and dressed in furs. They talked fluently I suppose, but I couldn't understand a word. I could understand from their actions that they had stopped for repairs. It was also apparent that they were very hungry, but they said by the use of signs, that they thought it would be of no use to ask for a hand-out in Waterloo, because Jack Casebeer didn't come down proper' when they went over town a few nights since. The necessary repairs were soon made and they were up and off."

-From the Courier of Waterloo, Ia., April 10, 1897

Evaluation: This is basically a good report. Its strong points are (1) the beings described as hairy dwarfs which have been reported many times since: and (2) the witness did not understand their language and had to communicate by signs. There is some difficulty in accepting the notation that they were about 100 feet away, at 0100, and he could hear them speak and even see them. Of course, this entirely possible. The major drawback is their apparent comment concerning Jack Casebeer. I feel that this is a real incident and this comment was added, either by the witness or the newspaper.

3.)

NAVIGATOR OF THE AIRSHIP.

Alights at Maysville, But Becomes Disgusted and Sails Away.

Maysville, Mo., April 12.—(Special to The Herald.)—At 10:30 p.m., those of our citizens who had any doubts as to the reality of the airship had them removed in a very short time. If the fake story from Bethany had any truth in it, there are, or were, two of these mysterious craft.

At about 10 p.m. a faint gleaming light appeared on the northeastern horizon. It swept rapidly forward, pursuing a direct southwesterly course directly over the town. When near the city's northern limits the ship seemed about 300 feet from the earth, and after reaching a point nearly over the court house began to descend in a vacant lot north of United States Marshall Crenshaw's home. The machine floated easily to the ground and was soon surrounded by nearly the whole population of our little city.

There was only one man on board, who appeared to be a Norwegian, from the appearance of the equipment of the ship and from the earnestness and vehemence of the Scandinavian oaths which fairly poured from his lips as he hammered at a peculiar little contrivance on one of the long, gill like flanges on top of the rear portion of the ship.

5C

The air navigator seemed to be utterly disgusted with having to alight and was not in a conversational mood and nothing was learned from him.

All that could be seen about the little air vessel was an apparently Danish inscription-no one here being able to translate it.

In thirty minutes everything seemed to be repaired and the mysterious visitor was gone. The crowd is dispersing. Great excitement prevails. 11 p.m.

-From the Herald of St. Joseph, Mo., April 13, 1897

Evaluation: Here again, the report is rather believable. The major drawback is the source of the report. The St. Joseph Herald had previously been involved with a crash hoax at Bethany, Mo.. With this being the only drawback and no further evidence of it being a hoax, this is probably a real incident.

4.)

The town that hasn't received a visit from the airship simply isn't in it at present. Hurley people have begun to feel sore that the captain of that fabled bark had passed us by until Jerre Sullivan espied it at 8:30 p.m. Sunday night (April 11) from the platform of the Northwestern depot approaching from the southeast under a full head of steam, the ghostly looking passengers waving signals and the band was playing "When Johnny Comes Marching Home." Mr. Sullivan at once alarmed several prominent residents whose veracity cannot be questioned and quite an assemblage witnessed the flight of the phantom ship while it cavorted through the atmosphere, first up then down, then took 2 or 3 turns around town, evidently trying to discover if the saloons were open. The spectators were unable to obtain a very good view of the captain who stood in the bow of the boat. His long hooked nose belched forth dense volumes of sulphurous smoke, his eyes flashed fire, his hands resembled claws, while a long caudal appendage with a fork on the end of it hung over the side of the boat and his majesty was discovered to use this for an anchor later when the airship came to rest on the smokestack of the brewery. About this time Mr. Sullivan thought he recognized in the captain an old acquaintance and took to the woods and at last accounts he hadn't been heard from. The captain sent down word that he desired to see his old friends Griff Thomas and Pa Hand, but he was informed that both men were attending a performance at the opera house with their best girls and could not be disturbed. About this time Gus Becker sent up 2 half barrels of beer that he had left over from the election and the entire crew agreed to vote here next spring. The captain expressed a desire to get some light rendering with which his passengers might while away the hours of their aerial flight. He was advised to secure some copies of the Iowa News Record but he said the people of that primitive town across the river went to bed at sundown and he would not disturb their slumbers. The captain expressed himself as very much pleased with the new town administration and he rather expected to find things "biling" here when he came again. He then unwound his caudal appendage from the smokestack of the brewery, spread his sails, turned on the steam and sailed away while the band played "Mickey Brannigan's Pup." Three minutes later the ship passed over Upson where Mike White took a shot at it but the captain merely winked the other eye.

-From the Iron Co. Republican of Hurley, Wi., April 17, 1897

Evaluation: This report is very unbelievable and highly unlikely. Therefore, I feel that it is a hoax.

The Brandon (Wi.) Times of April 22, 1897, printed the story of the airship and beings having been seen there at 8:05 on April 16th. It was so much like the above report that I feel that it is evidence of plagiarism. There were changes in some of the report and actions, but some were identical, in fact, word for word, and obviously taken from the above reference.

5.)

Cornelius Barry, the distinguished statesman and philosopher of Melrose, had a fine view of the airship last night (April 12). He was sitting in his library reading the works of Confucius when suddenly a light of marvelous brilliance crossed the page. Dropping his imported cigar, he hastened to the conservatory,

and there, through the vaulted crystal roof, he clearly beheld the lines of the aerial wonder. In the bow was a huge electric search-light and the operator held this on Prof. Barry until he thought he was in a flambeaux procession. Then a hoarse voice exclaimed: "Wie gehts bei Ihnen?" and the ship slowly rose and passed over the Bryan pole at the corners. Con grabbed his shot gun and followed. Half a mile farther on the ship let off a cloud of steam and slowly nestled to the earth. The venturesome Barry crept up and saw that the passengers consisted of two men and a beautiful girl. The cabin of the ship was brilliant with electricity and a colored man in a white duck suit was serving supper on a spotless banquet table. An electric piano furnished lively music and the car was radiant with silver and polished brass. One of the passengers was a venerable man in a Turkish costume. He had a white beard which streamed to his girdle and he amused himself by feeding whole coconuts to a huge pink baboon which sat on the piano and had large gold rings in its ears.

Then Con was further surprised at seeing the girl stand up on the table and wind a large purple and white anaconda about her neck just as if it were a feather boa. She danced lightly and gracefully to the music of the piano and then tossed half a dozen bottles of champagne down the yawning jaws of the serpent. Meanwhile the other male passenger was teaching a piebald kangaroo to jump over a walking stick which he held a foot over his head.

"This must be a sideshow out on a vacation," murmured Con.

Here the baboon lighted a huge cigar and sent clouds of smoke out of its ears. The kangaroo sat down and began to read a newspaper while the snake suspended itself from the chandelier and slowly fanned the lady with an ivory fan.

Then Con crossed himself and fainted.

This morning the ship was gone, but half a dozen empty bottles were round where it rested; also a card bearing these words:

Dr. Leslie E. Keeley.
Opium Habit Cured
In Ten Treatments

-From the Herald of Quincy, Ill., April 13, 1897

The airship was heard from again on the same night (April 12). Squire Humphrey the New Philadelphia statesman, was sitting in his palatial grain office reading Sullivan On Assault and Battery, when a bright light flashed before his eyes, and he thought it was a flambeau club. Rushing to a window he looked out, seeing nothing but a blinding light, when he heard a hoarse voice say "Wie gehts," there was a rushing noise, and a great dark object passed over into Harvey Langford's field. Squire crept up close, and a most astonishing sight met his eyes. The object resembled a great semi-circular room, brightly lighted with electricity; the occupants were two men, one a young man as handsome as Apollo, the other old with flowing white beard and hair, and a venerable countenance, and a young woman who was so beautiful that the Squire's heart almost stopped beating. An electric piano played beautiful music, and the young man gazed lazily at the old man feeding whole coconuts to a green baboon, while the woman danced a dreamy cooche coochie to the music of the piano, and a monster python gazed, with its glittering eyes, admiringly on. The Squire had been unconsciously drawing nearer all the while, when the python suddenly saw him, and with a terrible hiss spouted fire and lightning from its mouth, the green baboon let out a monster roar, and the whole country seemed to tremble. Squire Humphrey fainted at these awful sights and sounds, and when he came to the airship was gone, but in its place was a card bearing these words-"Prof. Fitzsimmons. Teacher of the art of self defence."

-From the McDonough Democrat of Bushnell, Ill., April 15, 1897

Evaluation: It is obvious that the Bushnell Democrat report was plagiarized from the Quincy Herald. In addition, the reports are far too outlandish to be believed and I feel it a hoax.

6.1

The Dubuque (Ia.) Times of April 14, 1897, printed a lengthy article concerning an alleged landing of the airship and the subsequent interview with the beings. It reported that at 2130, on April 12th, a great white light was seen to land on Horseshoe Bluff, 4 miles south of town. A Times

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reporter, J. H. Shields, Charley Wales, and Prof. Welsh, went to investigate. They found a V shaped object that they had to look down into and "five strange looking figures arose." The beings were human form and shook hands with the witnesses. One of the beings invited the earthlings into the ship and they entered. The beings were seven feet tall, wore long white beards, and their hair was long and white. Their skin was carmine colored and wore clothing of a material never seen in Dubuque.

One of the beings said, "We have come from the planet Jupiter." My name is Higlio Hagag and I am chief hogeldo of the Institute of Science and Arts in Rangadio, one of the largest nations of Jupiter." He reported that he and three other "hogeldos" had been sent by the government of Jupiter of see how "much it (earth) had advanced in science and arts, as well as in other respects since we left it, for you must understand that all people who die on earth are transferred to Jupiter, there to remain until they die again and go to Saturn, which is a still more highly civilized planet." He said that, when on earth, he had been president of Oxford college in England for 22 years. He said that the higher the position on the earth, the higher the position the person recieved when he went to Jupiter.

He said that there are 780,600 oceans on Jupiter, the largest being 89,000 miles wide; the average height of the mountains was 500,000 miles; the widest river is 3,000 miles wide; there are 8 suns and 87,000,000,000 moons and stars; and everything is made of aluminua.

If these statements are not absurb enough, the ship was only 4 feet deep.

Evaluation: This story requires no evaluation. An obvious hoax.

7.)

The Nevada (Ia.) Journal of April 15, 1897, printed an article which claimed that the airship landed near there on April 13th. The "immense ship was more than 90 rods long, at least 60 rods wide, with large wings, which spread out on either side, when in motion 200 rods," and made the noise of a volcano. It was found, through an interpreter that the ship had "come from the sun and had on board a number of people from that place, he also stated that the ship had been to Jupiter, to the planet Mars and to the moon and that it contained people from all these planets, that after leaving the Moon the ship had landed in Turkey and that a number of Turks were taken on board, after which the ship started out again to sail and landed in California."

It was also learned that the ship usually travelled at 1,000 miles an hour, but was capable of 5,000 miles an hour.

"He said that they stopped in Kansas or Nebraska and bought a whole herd of cattle, consisting of 1,500 head, which they took on for food." The ship carried 400 million tons of coal, a lake of water, to last a year, and the ice house was 800 feet high and 1,000 feet square.

Evaluation: Again, this one requires no evaluation. It is too absurb to be real: another hoax.

8.)

Chasing the Airship
Statesman Press Reporter's Ad-
venture With the Monster.
Overhauled in a Field Near the Soldier's
Home Early This Morning-Manned
by a Strange People

About 3 o'clock this morning, both telephone bells in the editorial rooms of the Statesman Press rang violently and simultaneously. A reporter sprang to each instrument and found a police man hanging to the other end of the wire. These guardians of the public peace seemed quaking in their boots, but finally managed to tell the reporters to chronicle the fact that the end of the world had come for sure.

Airship to Blame.

The newspapermen finally learned that the mysterious "airship" had again made its appearance, this time very near the ground. All rushed into the street and the sight they beheld made their blood run cold and hairs stand on end.

The Monster.

Right over Main street, but a short distance up, was the monster, propelled by two immense wings that flapped in the air and were fully 100 feet from point to point. In front was one great, eye of dazzling brightness. At the rear was another eye, equally bright, only the color would rival the intense redness of a railroad danger lantern. The front eye was probably useful to the monster in seeing his way, while the behind was a precautionary measure against rear-end collisions, which may be more or less frequent occurrence on the planet where this strange visitor once belonged. But we are free to confess that this monster would hardly notice the shock of anything possible for it to collide with in this puny world of ours any more than the presence of the fly on his horn troubled the ox.

Pursuit Instituted.

It was observed that the monster, as it made its way to the westward, was gradually sinking and probably alight near the Home. So a reporter mounted his wheel and gave chase. By Herculean efforts he kept pace with the ship, which continued to settle nearer and nearer the ground.

Reporter Afoot.

Finally the end of the sidewalks was reached and the ground being very rough, the scribe was obliged to abandon his wheel. But he lost no time and urged his way on foot and finally came up almost with the pursuit just as it was for the first time about to set foot or bottom on Mother Earth. The reporter was then very near the monster, and beheld a sight that will never fade from his memory.

A Real Airship.

Immediately above his head was the ship—a large boat shaped vessel painted blue or made so by sailing through the skies; at the bow was a light of dazzling brightness that lighted up the country for a great distance around; at the stern the reporter beheld the immense red light that cast a lurid glare on everything near. Above the boat like vessel was another object fully as large as the "boat." It was the shape of a cigar and fully 100 feet long and 20 feet in diameter. The wings are described above. The monster made a terrific roar as it slowly moved.

His Blood Runs Cold.

Just as the reporter was involved in the glare of the red light he discovered the "boat" was inhabited by small strange appearing men and women. Their faces and voices were of uncanny appearance and sound and they reminded the scribe of horrible ghost stories he had read from old books in grandfather's library. As soon as the strange objects beheld an American newspaper reporter they began to hurl balls of fire, brimstone and molten lava at him. But these substances carried no terror to the heart of the average Marshalltown newspaper man, and the uncanny visitors with hideous and unearthly countenances, saw they would soon be overhauled, so they summoned reinforcements and began a bombardment with slugs of iron and rocks. (Samples can be seen at this office.) These kept the reporter at a distance, but he determined to continue the pursuit at all hazards, even though he was not permitted to touch the ship, which had reached a distance of not more than 20 feet from the ground.

Sails Away.

The evil looking beings navigating the ship, seeing they could not drive off their pursuer, even at this hour of the night, pulled open the throttle of their engine and sailed away, the great ship creaking and groaning as the immense wings bore her along. She soon gained speed and the reporter gave over the chase and watched his intended victim with a hungry eye as it gained speed and rose to a great height, appearing as a mere bright speck in the blue sky and finally hiding from vision.

Another Reporter.

Later.—Just as the paper goes to press, very late, we learned that a reporter of the Evening Times had just started in pursuit of the airship on foot and alone. Poor fellow! He will never return.

—From the Statesman Press of Marshalltown, Ia., April 13, 1897

Evaluation: All in all, this is a well written report. But, that is what a newspaperman does best. I feel this is probably a hoax for 2 reasons: the witness was a reporter and for this time period they

had a very low reliability, and I have an extremely difficult time accepting the concept of flapping wings on an aerial device. With these in mind, I feel this is a hoax.

9.)

The latest venture with this mysterious vessel, which leaves no room for doubt as to its actual existence, was the experience of two Pine River farmers last Tuesday afternoon (April 13). They were driving homeward at about 4 o'clock in the afternoon, being on the way back home from a shopping expedition to the city. As they were about 4 miles out on the Pine River Road, one of them glanced back to see that their purchases were still in place. In so doing, he caught sight of a black speck in the northwestern part of the heavens, a little to the right of the road. He watched it for a minute, and noting that it continually seemed to grow larger, called his companion's attention to it. They stopped the team and noted in astonishment the approach of the strange object whose nature they were at a loss to make out, they not having heard of the airship which was supposed to have been seen in this vicinity. It drew gradually nearer and at length stopped nearly directly overhead about 500 feet from the ground. They could now make out the object quite plainly and noticed two triangular sails that were dropped out from either side. These moved rapidly up and down and acted as a parachute in letting the ship drop slowly to the ground. It landed about 100 feet to the right of the road. The horses were naturally frightened at the strange apparition and one of the men held them while the other ran forward to make a close investigation. As he drew near he noticed a medium sized man dressed in a sweater and having on a bicycle cap, jump to the ground with some tools and began working on the side of the ship. Another man, dressed in a black suit and laundered shirt, directed him in the work from the deck of the ship. It seemed that they wished to remain unnoted, for immediately on noting the farmer's approach, the one working was called by his companion and both ran into a cabin that was in the rear part of the deck. A few seconds later, the wings started to move and the ship rose upward rapidly gaining in momentum. In about 3 minutes all that could be seen of it was a dark speck away off to the east and that soon passed out of sight.

Owing to the short time that it was in sight only the following meager description is available: It was about 30 feet long and 10 feet across at its widest point. It was cigar shaped, the outside of the hull being covered with what appeared to be plates of steel. A railing surrounded the deck, upon which were 2 cabins, 1 in the front and 1 in the rear. On both sides were the aforementioned 2 wing-like projections and 2 wheels that appeared to be arranged after the manner of a steamers propellers. Aside from a rudder arrangement in the rear of the ship there was no other outward sign to indicate the source of locomotive power. Our informants at least thought to keep the matter entirely to themselves for fear the story of their strange adventure not being believed. On second consideration they decided to give it to a newspaper for publication, but exacted a promise that their names would not be revealed.

-From the Advocate of Merrill, Wi., April 20, 1897

Evaluation: Here again, the flapping wings concept played a major role in the evaluation. If it had not been for this, it would have been felt to be a real incident. However, I feel that it is a hoax.

10.)

The Mitchell County Press of Osage, Ia., of April 15, printed a letter from John Penny, who claimed to have seen the airship on April 13th. His letter states:

"I was coming from Stacyville to Osage and going slowly on account of the muddy roads. It was so late that I felt sleepy and was noddin', when without any warning, my horse suddenly stopped and snorted. I opened my eyes and there right before me was what appeared to be a long, cigar shaped tube, from the sides of which projected immense dragon wings. The ship was like resting in the center of the road when I first noticed it, but on my urging my team toward it, it rose easily in the air and hung just over my head, so near that I could have touched with my naked hand had I so desired. Suddenly, I did attempt this, but found to my surprise that no substance met my hand. The ship was occupied by two of the most beautiful creatures I ever beheld, who communicated to me by thought transfer that they were agents from the other world sent here to seek an honest man. Of course, I felt abashed at their choice, promised to do all in my power to deserve their favorable opinion. They bade me say to the

'gawkin fools down here below' that they were once inhabitants of this mudball, but got called off and have now a job surveying, with a view to pre-empting the earth as a suitable place for a colony of spirits. As they are not material, they argue that they will not interfere with the present inhabitants, and will cease to inconvenience us when we get used to seeing forms which are a combination of nothingness with spirit. No sooner had the spirits given me this information that they touched a lever and with a splendid swing the great ship rose and with the speed of sunlight swept toward the Twin Cities.

"I know that I am subjecting myself to criticism by writing this, but feel it my duty to let the people of this city know of the expected arrival of spiritual guests, so that we can get the bulge on the world at large by putting out attractions and inducing them to settle in Osage or vicinity.

Sincerely,

John Penny"

Evaluation: Here, the idea of spirits requiring an airship is a little hard to accept. The whole story is difficult to believe and I feel it a hoax.

11.)

Some farmers from near Snake River country say a boat with wings on it was camped in the woods near there yesterday. The odor of the smoke sickened people who attempted to approach. The conversation of the beings who run in and out sounded at a distance like a flock of wild geese chased by a tornado. They were without clothing, and appeared through the smoke of a bluish color. The great Northern and Northern Pacific agents at this point are offering a large reward for its capture, and a brigade will probably leave tomorrow with lightning rods and an electric battery to attempt a capture, when excursions will be run to this point at single fare.

-From the Tribune of Crookston, Mn., April 14, 1897

Evaluation: I feel that this was a real incident. The notation of the sickening odor and the beings conversation sounding like geese, are both reported in current reports. The comment of them being naked was probably a misconception and their bluish color due to the smoke.

12.)

According to the Daily State Journal of Parkersburg, WVa., of April 17, 1897, a prominent oil man was riding a horse near Ogden, WVa., when a noise frightened his horse and he was thrown to the ground. The horse ran off and he was forced to continue on foot. He noticed a strange object in a nearby field.

"The night was pitch dark and he had to almost grope his way. To his amazement, he came abruptly upon a strange looking craft, which he describes as being about 60 feet long and 20 feet wide. This craft, which turned out to be a veritable air ship, was made of some light, but stout, metal resembling aluminum. There were quite a number of rotary wheels, propellers, and other appointments. In front, and also in the rear, were large disks, undoubtedly, the lamps from what came the great light. Strangest of all were the people accompanying this strange visitor. There were eight men in all. Seven of them tried to make themselves understood by signs, but the eighth man uttered a language that resembled Chinese. These men were marvels. They were between eleven and twelve feet in height and their heads were about the size of an ordinary man's body. The oil man, who is a linguist, and who is familiar with the Chinese language, could only make out part of the conversation addressed to him.

"It appears these men came all the way from the planet Mars. They left that luminary three years ago, and were on a voyage of discovery to the earth. They had also visited other planets en route. They have been sailing over head within a radius of three thousand miles for the past month and feared to land as they were loathe to encounter cannibals or savages. The oil man wanted to know where they carried their water and provisions in all the four years of their journey. They opened a department in the ship and showed him a receptacle about the size of a quart measure. This contained what appeared to be small pills. It appears that these people eat but once a month and then only a

concentrated preparation that probably sustains life for many days. Strangest of all there was no water aboard. These people drunk air.

"The visitors would not give any information about themselves further than what was related. They, however, disclosed the fact that they intended to 'hang around' for some time and would possibly pay all the large cities of our planet a visit as soon as they felt safe in doing so. The oil man spent an hour or so in their company and remained long enough to see this strange craft and its strange occupants soar heavenward out of sight. Then the lights appeared in the heavens and within an half hour had entirely passed from view.

"He returned to Parkersburg early in the morning afoot, went immediately to a notary public and took an oath not to take another drink until the glorious fourth."

Evaluation: The final comment of the witness makes this story require no evaluation. A close examination of the report shows several inconsistencies. For instance, he stated they left Mars 3 years ago and later he says a 4 year voyage. Also, they visited other planets between Mars and Earth. The must have taken a long route.

13.)

The Chicago (Ill.) Tribune of April 16, 1897, printed a dispatch from Cleveland, O., dated April 15 and was as follows:

"S. H. Davis, of Detroit, says that while out on his fish tug, the Sea Wing, yesterday, the fishermen noticed a queer looking boat not far away. Capt. Joseph Singler, master of the tug, and Mr. Davis agree that it appeared to be about forty feet in length. It had a cabin covering about one-fourth of the deck surface. A man dressed in a checked hunting suit and wearing a long peaked cap was fishing from the boat. He was apparently about 25 years of age. A handsome woman sat at his side, with a boy of 10 at her feet. As the Sea Wing neared the curious craft a gayly decorated object was slowly inflated and rose to the length of the ropes by which it was attached to the boat. It was a balloon, cylinder shaped, about fifty feet long. Slowly the boat rose into the air until it stood directly over the tug, about 500 feet from the water. It circled like a hawk for several minutes. Suddenly, there was a splash in the water. A large swordfish had been dropped from the airship. The fish was stunned and is now on exhibition in a tank at the fire tug, Cleveland, O. A sail was dropped from the airship and the mysterious people were carried away by the high wind. Mr. Davis said the boat had a wheel similar to those on steamers. This, it is stated, acts as a propeller in the air as well as on the water."

Evaluation: I feel that this was a real incident. However, the fact that they saw the balloon inflate, raises serious questions about its origin. It is very possible that it was simply an Earthly hot air or hydrogen balloon with an elaborate basket.

14.)

The Sedalia (Mo.) Daily Capitol of April 15, 1897, printed a dispatch from Hughesville, Mo., dated April 14. It read as follows:

"The airship arrived here at 8:30 this evening, landing in a vacant lot west of the depot. It is shaped much after the fashion of a cigar. Seventeen adult occupants and one child from its crew. They speak the Irish language fluently. The ship is from planet Mars and Mr. O'Doulhan, navigator, informs us that Mars is exclusively inhabited by the above named race. The object of their visit to Hughesville is to negotiate with Mr. H. D. Shelton, secretary of the Cane Grower's association of this [place] for the manufacture of sugar for their whisky.

W. H. Vaughan."

Evaluation: The idea of Mars being inhabited by the Irish is extremely unbelievable. I feel that this is a fake.

15.)

Mr. Olson sees the air ship! Probably the beginning of a new era! Wednesday (April 14), Mr. Olson, while on his farm, saw a strange object of immense proportions, lodged in his field. Upon drawing closer to it, he guessed its purpose. Mr. Olson is not fluent in the English language and besides is yet too excited to give a graphic description of what he saw. As far as we can learn now, he abides by the cigar shape of the body. He attempted to describe the sails, but spoke in such disjointed statements that we could derive nothing definite. Mr. Olson speaks of the occupants of this strange object of locomotion. In attempting to describe them, he becomes quite raving, but we gain this from him unawares. There are four living objects, decidedly different from the human being of this earth. Instead of having a body divided into head, trunk and limbs, they were more compact in form. The pedal extremity was more of a boat than a foot. From the middle of the body one limb extended to the ground and was used for a propellor. It was very difficult for these beings to move on our soil. This was all we could get from Mr. Olson at present, but we hope to learn more when he is over his excited surprise. We are left to conjecture that these people and their wonderful ship came from another planet. Their specific gravity is much more intense than ours-this from their mode of propelling. The planet must therefore be nearer the sun. They are a better people-invented the first airship. If you question any part of Mr. Olson's statements, we ask you to call at W. T. Bell's for the best groceries and chinaware, at the lowest prices.

-From the Journal of Fergus Falls, Mn., April 16, 1897

Evaluation: I feel that this is a hoax. If the description of the beings, which is quite unlikely, not enough to cast serious doubts, the final statement is enough. From it, the story appears to have been an ad for Bell's store.

16.)

Reynolds, it is claimed, not only had the pleasure of looking at the airship, but several people had the rare good fortune to become acquainted with the navigator. The thing swooped down from the sky and a half a dozen farmers immediately surrounded it. While they were examining the strange craft, a creature nine and a half feet in height clattered over the side and grew eloquent in an unknown tongue. One of the farmers hospitably extended his hand, but in the country the visitor comes from this seems to be considered an affront. The big fellow swung one of his legs and the farmer retired in disorder with a broken hip. Then the unknown sprang into his aerial craft, turned on some strange power and the whole thing darted away. There is no still in the vicinity of Reynolds that is known to the revenue authorities and a sharp lookout is being kept for moonshiners. (date of report was April 14)

-From the Evening Press of Grand Rapids, Mi., April 16, 1897

The Saginaw (Mi.) Courier-Herald of April 17, 1897, printed a dispatch from Reynolds, dated April 16, which concerned the above and gave more information. This article said that it landed at 0430 on April 14, and was at a place 1/2 miles to the southwest of the city. "A strange man, if man he might be called, was in charge of the ship. While he seemed to have plenty of heavy clothes which look like the pelts of polar bears, he seemed to have no use for them, as he was almost naked and seemed to be suffering from the heat. He is about 9 1/2 feet tall, and his talk, while musical, is not talk at all, but seems to be repetition of bellowing."

Evaluation: I feel this report describes a real incident. The actions of the being are logical and his musical language is fairly common in current reports.

17.)

The Saginaw (Mi.) Courier-Herald of April 17, 1897, printed the following dispatch from Belle Plaine, Ia., of April 16:

"The citizens of Linn Grove declare there is no longer any doubt among them of the existence of an airship. Yesterday morning a large object was seen slowly moving in the heavens in a northerly direction, and seemed to be making preparations to alight. James Evans, liveryman, F. G. Ellis, harness dealer, Ben Buland, stock dealer, David Evans, and Joe Croskey jumped into a rig and started

in pursuit. They found the air ship had alighted four miles north of town, and when within 700 yards, it spread its four monstrous wings and flew off toward the north. Its occupants threw out two large boulders of unknown composition, which were taken into the village, and are now on exhibition.

"There were two queer looking persons on board, who made desperate efforts to conceal themselves. Evans and Croskey say they had the longest whiskers they ever saw in their lives. Nearly every citizen in Linn Grove saw the air ship as it sailed over the town, and the excitement is intense."

Evaluation: I feel that this was a real incident.

18.)

There has been considerable discussion of late over a strange aerial traveler that has been visible to residents of our city for the past three evenings. The statement that this visitor is an air ship and that it has aboard living human beings might easily be disbelieved by one not having seen and conversed with them. Last night about 10:30 as a R. E. Porter representative was looking round in search of the fleeting locat, an exceeding bright light was seen in the direction of Cleven's coal shed, upon approaching, an air ship was seen in the act of coaling up with Mouse River lignite coal. The ship is constructed out of some kind of material never before seen on this planet, and has several different colored lights which shine from a sort of dome rising from nearly the center of the machine. The people who own the machine are strange appearing creatures with blue hair, red eyes and small appetites. The captain of this strange craft can not speak English but could make motions, and from [him], we learned that he had signed a contract with Mr. Clevern to use lignite [coal for] the entire fleet of air ships now [flying] over this country, and that a [] of the ships would make regular [trips] between here and the planet Mars [] [in order] to bring over a large colony of [that planet's] inhabitants. And the air ship sailed [away] [] we see the lights yet [] once []

-From the Ward Co. Reporter of Minot, SD., April 16, 1897

Evaluation: I feel that this is a fake. I cannot accept the idea of a coal powered airship flying from Mars.

19.)

The April 14, 1897, issue of the Minneapolis (Mn.) Evening Press printed a special from Wayzata, Minn. It reported that Capt. Charles M. Deering had taken a party of men to the upper end of the western arm of Minnetonka. After he landed them there, he went off alone to check out the timber. "About five miles into these woods, where they are very dense, the captain, who was alone and carrying an ax, noticed a very singular smell in the atmosphere, something like that following a thunderbolt, or a discharge of electricity. He also heard a roaring noise like the approach of a heavy wind, and with visions of airships in his mind, in which he has been much interested, it seemed to him as if he was likely to come upon an encampment. He proceeded cautiously, and, gazing intently through the deep woods, saw that he was coming to an opening. Passing around to another side and going forward, he discovered that he was coming to a cleared space of ground bordering on a small lake. He now heard voices distinctly, and could see the flapping motion of what he took to be the slowly moving wings of the airship.

"Underneath, lying near the ground, to which it seemed to be anchored, was a long, cylindrical body, with a car on top. A huge, lighted headlight at each of four corners, such as have been described in some of the newspaper reports of the ship. The captain crept carefully forward, and was able to see that the party consisted of a man somewhat larger than our largest sized men, a youth, a woman and several children. The party was evidently just at the point of starting. In fact, all but the two males were getting into the craft. The captain was undecided as to what he should do. It was plain to him that the creatures were not of our planet. They were of sallow complexion, with features somewhat resembling the negro, the woman rather small, and the man of dark, swarthy complexion, with scraggly, stunted beard, lofty brow, dark hair, and the frame of a regular Apollo. It was plain that the party had just been closing their night's encampment, and had just finished refreshments.

"A fire was burning brightly in a pool of water attached to the lake, but cut off from the same by earth lightly heaped up. The flames burned all over the surface of the little pool in a flickering manner, as if it was only burning from the surface, or, as if it was about burning itself out.

"The captain saw at a glance that these terrible visitors possessed the power of setting water on fire, and that he had prepared the little fire for his cooking purposes by damping up the little pool and very considerably cutting the flames off from communication with the lake. The captain was so bewildered that he did nothing to disturb the party, but if he were ever so much inclined to do so, there was not opportunity for the stranger, at once, followed the rest of the party to the car, and almost instantly the lines which seemed to be partly rope and partly cables were drawn in, the stranger still standing at the side of the car. The captain saw him pause and cast a look to the fire, as if not satisfied that it would expire quickly enough, and in a moment stepped quickly from the car to the fire, and taking something that looked like a phial from his pocket, made a motion as if pouring a few drops of it into the flames. Almost instantly they began to subside. The stranger returned to and instantly stepped into the car, which immediately began to rise, and floated away, while the captain gazed in silent wonder.

"A party has gone from Wayzata to visit the spot, and it is thought that this may be the regular encampment of the foreigners, and since they were not disturbed by Capt. Deering, that they will return there.

"A party of volunteers has been made up and the effort will be made to capture the strange craft and strange visitors in it, being justified in the interest of planetary science and geographical knowledge."

Evaluation: I feel that this described a real incident, in spite of the possible flapping wings.

20.)

GOLDEN HAired

GIRL IS IN IT.

The Airship Discovered in
Southwest Missouri

WHAT HOPKINS SAYS HE SAW.

He Is an Elderly Christian Gentleman
and His Friends Say He Is
Perfectly Reliable.

In the mass of evidence which has reached the Post-Dispatch concerning the existence of an airship that is said to be floating over the Central West, the most astonishing is that furnished by Mr. W. H. Hopkins, general traveling agent for the Hartford Steam Boiler Inspection and Insurance Company.

Mr. Hopkins writes the Post-Dispatch that on Friday (April 16) he saw the airship a few miles away from Springfield, Mo.. Not only did he see the craft, but he saw the aerial navigators, and conversed with them.

The letter is not a hoax, it is in Mr. Hopkin's handwriting, so those employed at the headquarters of the Hartford company, 517 Security Building, aver. It was also identified by his wife, who lives at 5028 Minerva avenue. Mr. Hopkins is 50 years of age, and is well known in the West End. He is a prominent church member, and everybody spoken to vouches for his veracity. The letter is here given:

To the Editor of the Post-Dispatch:

Till yesterday I had supposed the numerous reports of the appearance of a mysterious airship in the different parts of the country (in many instances widely separated) at nearly the same hour, were but the result of very vivid imaginations.

I thought the first report of an airship was started by some Munchausen of the press to gratify some mischievous whim and to see how many imaginative people would fall in line and claim-honestly of course- that they had seen it also. My impression was strengthened by my own experience a few days ago, when in Kansas City a friend and myself thought we saw a bright light in the heavens, which frequently disappeared and then reappeared again, but which we afterwards found was the evening star,

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which was intensely bright, but which was occasionally obscured by light clouds of steam, which were not visible to us in the darkness.

But after my adventure of yesterday my doubts of the reality of the airship have been dispelled. I was wandering through hills east of Springfield, Mo., and coming to the brow of a hill overlooking a small clearing in the valley a short distance below me I saw a sight that rooted me to the spot with amazement for some time. I could not believe my eyes at first, and shook myself to see if I was not dreaming. There in the clearing rested a vessel similar in outline to the airship shown in the Post-Dispatch of a few days ago, and said to have been taken in Illinois.

As the sun shone upon it the rays were reflected as from burnished aluminum. It rested upon four legs or supports, which raised it from the ground sufficiently to give room for two wheels like the propeller of ship lying horizontally; one at the bow and one near the stern. Another at the stern lying perpendicularly was evidently for the purpose of propelling the vessel ahead, while the other two raised the vessel. The vessel itself was about twenty feet long and eight feet in diameter and the propellers about six feet in diameter.

Near the vessel was the most beautiful being I ever beheld. She was rather under medium size, but of the most exquisite form and features such as would put to shame the forms as sculptured by the ancient Greeks. She was dressed in nature's garb and her golden hair, wavy and glossy, hung to her waist, unconfined excepting by a band of glistening jewels that bound it back from her forehead. The jewels threw out rays of light as she moved her head. She was plucking the little flowers that were just blossoming from the sod, with exclamations of delight and in a language I could not understand. Her voice was like low, silvery bells and her laughter rang out like their chimes. In one hand she carried a fan of curious design that she fanned herself vigorously with, though to me the air was not warm and I wore an overcoat.

In the shade of the vessel lay a man of noble proportions and majestic countenance. His hair of dark auburn fell to his shoulders in wavy masses and his full beard of the same color, but lighter in shade, reached to his breast. He also was fanning himself with a curious fan as if the heat oppressed him.

As I looked with astonishment on the picture, I wondered if Adam and Eve had come to earth again, or was I dreaming? After gazing for a while I moved forward, and the woman, hearing the rustle of leaves, looked around. A moment she stood looking at me with wonder and astonishment in her beautiful blue eyes, then, with a shriek of fear, she rushed to the man, who sprang to his feet, threw his arm around her and glared at me in a threatening manner.

I stopped and, taking my handkerchief from my pocket, waved it in the air. A few minutes we stood. I then spoke some words of apology for intruding, but he seemed not to understand, and replied in a threatening tone and words which I could not make out. I tried by signs to make him understand, and finally he left her, trembling and trying to hold him back, and came toward me. I extended my hand. He looked at it a moment, astonishment depicted in his dark-brown eyes, and finally he extended his own and touched mine. I took his and carried it to my lips. I tried by signs to make them understand I meant no harm. Finally his face lighted up with pleasure, and he turned and spoke to the woman. She came hesitatingly forward, her form undulating with exquisite grace. I took her hand and kissed it fervently. The color rose to her cheeks and she drew it hastily away.

I asked them by signs where they came from, but it was difficult to make them understand. Finally they seemed to do so and sailing they gazed upwards for a moment, as if looking for some particular point, and then pointed upwards, pronouncing a word which, to my imagination, sounded like Mars.

I pointed to the ship and expressed my wonder in my countenance. He took me by the hand and led me towards it. In the side was a small door. I looked in. There was a luxurious couch covered with robes of most beautiful stuff and texture, such as I had never seen before. From the ceiling was suspended a curious ball, from which extended a strip of metal, which he struck to make it vibrate. Instantly the ball was illuminated with a soft, white light, which lit up the whole interior. It was most beautifully decorated with scenes such as I had never seen before.

At the stern was another large ball of metal, supported in a strong frame-work and connected to the shaft of the propeller at the stern was similar mechanism attached to each propeller and smaller balls attached to a point of metal that extended from each side of the vessel and from the prow. And,

connected to each ball was a thin strip of metal similar to the one attached to the lamp. He struck each one and when they vibrated the balls commenced to revolve with intense rapidity, and did not cease till he stopped them with a kind of brake. As they revolved intense lights, stronger than any arc-light I ever saw shone out from the points at the sides and at the prow, but they were of different colors. The one at the prow was an intense white light. On one side was green and the other red.

The two had been examining me with the greatest curiosity in the meantime. They felt of my clothing, looked at my gray hair with surprise and examined my watch with the greatest wonder. Signs are poor medium to exchange ideas and therefore we could express but little.

I pointed to the balls attached to the propellers. He gave each of the strips of metal a rap, those attached to the propellers under the vessel first. The balls began to revolve rapidly, and I felt the vessel begin to rise, and I sprang out, and none too soon, for the vessel rose as lightly as a bird, and shot away like an arrow, and in a few minutes was out of sight. The two stood laughing and waving their hands to me, she a vision of loveliness and he of manly vigor.

Probably people will ask as they did of the farmer in Iowa: "Where did you get your whisky?" But I can say if I ever drank liquor I would go immediately and get some more of the whisky.

If you wish to learn anything more particularly regarding my experience my address is 517 Security Building, St. Louis.

W. H. Hopkins.

Muskegoe, I. T., April 17, 1897

The above letter was taken to 517 Security Building, which proved to be the St. Louis office of the Hartford Steam Boiler Inspection and Insurance Co., and was shown to C. C. Gardner, the manager. He read it through carefully.

"This is wonderful," he said. "That is Mr. Hopkin's handwriting and he is now in that territory. He was also at Springfield on the day named. He is traveling agent for the company."

"Do you believe what he says?"

"Indeed I do. Strange as it seems I am compelled to believe it. Mr. Hopkins is not a romancer. He never courts notoriety. What he writes he has seen and he believes in his duty to make the facts public. He does not drink a drop. He has been connected with this company for a long time and is most reliable. What he writes you can publish as being absolutely true."

While Mr. Gardner was talking several clerks examined the letter. They compared the writing with that of letters received recently from the agent, and it was conclusively proven the same hand penned all. They added their testimony regarding Mr. Hopkin with that given by Mr. Gardner.

The reporter for the Post-Dispatch then visited Mr. Hopkins' residence, 5028 Minerva avenue. His wife and two daughters were told of the strange letter that had been received.

"It's the truth if he wrote it," said Mrs. Hopkins, "and I believe every word."

The daughters chimed in to the same effect.

"The last letter I received from Mr. Hopkins," continued the wife, "was dated Springfield, Mo., April 15. This was apparently the day before he saw the airship. I will probably receive a letter this afternoon telling me all about it."

Mrs. Hopkins showed the reporter the letter. The handwriting was identical with that of the letter published above.

"Would Mr. Hopkins have any reason for perpetrating a hoax? Is he given to jesting?" was asked.

"Quite the contrary. He is most serious. What a man 50 years of age writing such a letter without it being true! No, sir; every line of it is true. Mr. Hopkins is a member of the Maple Avenue M. E. Church, and has many friends in the West End. He undoubtedly wishes to acquaint his friends with the marvel he has seen, and so uses the Post-Dispatch as the medium of communication.

"Mr. Hopkins left home a week ago. Before he left he ridiculed the idea of an airship having been seen. But now I suppose he is convinced it is not a myth. Truly, it is wonderful."

-From the Post-Dispatch of St. Louis, Mo., April 19, 1897

Evaluation: This is very interesting reading. It almost appears too good to be true. It is well written, almost to the point of being too poetic. It appears to be a real incident.

21.)

The Daily News of Galveston, Texas, of April 17, 1897, printed a dispatch from Dallas dated April 16, which indicated that a conductor named "Truthful Scully" had seen the occupant of the airship that afternoon. At about 3 p.m. he was on a train near Hawkins. He saw the airship on the ground with its bow toward the train. It had wings and the pilot was using a hammer and chisel to make repairs. The pilot "was tall and spare and looked like a scientist or an inventor". He had that tired, far-away expression, as near as I could ascertain, and he was plugging away for dear life on necessary repairs."

Evaluation: In spite of the fact that the airship was not seen in flight, I feel the story, as related, is true.

22.)

The April 22, 1897, issue of the Bellview (Ia.) Leader printed a "Special" from Andrew, Ia., dated April 20. It was as follows:

"The airship, of which so much has been said and written of late, appeared in the heavens in the vicinity of Andrew last Saturday night (April 17) and finally landed on the earth at Sim's Hollow. The dimensions of the aerial traveller were 100 by 600 feet, and it was constructed of a peculiar metal. Its motive power was in the shape of wings, which were set in motion by means of a storage battery. Only one man was fortunate enough in seeing the thing. The man at the helm and the spokesman for the occupants, said the ship had visited Earth every century for the last 7,000 years. He also said he had lived here 7,000 years ago, but was taken up in the ship at that time, and had visited many different worlds since then. He had a man from each world on board, and proudly exhibited the one from Mars to the dumbfounded Andrewite. The man from Mars was saluting his wife whom he could see as she came to the door at her home up in Mars. He stated further that the inhabitants of Mars could see all that was going on down here, and often wondered why the people were never responded when saluted from above. The man from Mars was 18 feet in height and was of a solidier substance than flesh. They never get sick or die there. They are without nostrils and evidently have no use for them. There were about 100 people on board the ship ranging in height from four inches to 18 feet. The person who relates the above story as a fact is an elderly gentleman whose reputation for truth and veracity has never been questioned. For further particulars write to Dire Day, Box 309, Andrew, Iowa."

Evaluation: This story is obviously a fake. I feel I can believe about four words of it.

23.)

The people of Bedford were treated to a genuine vision of the "airship" Saturday night (April 17). The ship was in sight at 9:15, coming from the southeast. John Derickson, who was engaged at setting mink traps along the 102 near the fairgrounds, was the first to discover the approach of the ship. He happened to have his hunting horn with him, as the ship sailed over he drew a focus on it and is thus able to give a very minut description of the monster of the air.

Mr. Derickson describes the ship as being cigar shaped, with a revolving rudder, shaped after the fashion of an ancient Dutch windmill. The ship is propelled through the air by a pair of wings shaped like the wings of a bat; the pilot house is placed amidship and is just large enough for one person. The motive power is furnished by a gas engine located in the hold of the ship.

Several casualties came near happening in consequence of an attempt by the crew to land at some point in or near the city.

While passing over the lower part of the city the mate of the ship threw a hot bill anchor overboard. The anchor caught the gable of a third ward residence and tore it from its moorings. The next casualty occurred about two miles north of the city, where the anchor caught a cow and carried it over half a mile, dropping the beast in a garden patch. Reports of other mishaps continue to come in but so far as we have learned no lives were lost. While the ship was passing over the fairgrounds John Derickson had a good view of the personal make up of the crew. The pilot wore a full set of whiskers, and was a large portly gentleman. The captain was of medium height and wore a jaunty little

cap, while the crew, the common deck hands, were dressed in regulation Navy uniforms. The ship was seen by a large number of people and was watched with much interest until it disappeared from sight.

-From the Free Press of Bedford, Ia., April 22, 1897

Evaluation: I feel that this report is a fake. The idea of an airship using flapping wings and a rotary rudder needing an anchor is hard to believe. And the idea of it being drug for 2 miles without catching a tree or something solid enough to stop it, is also hard to believe.

24.)

The Last of the Airship.

(The following communication was received at this office some days prior to the hoax published on the same theme in the St. Louis Post Dispatch, and is from a reliable source.)

Wild Horse, Colorado, April 18, 1897.

Editor Tribune, Union, Mo.-A very remarkable discovery was made near this place yesterday.

Sam McClanathan has been a mighty hunter in these parts ever since the muster out of his regiment, the 12th Illinois Calvary, at the close of the War of the Rebellion. If there is another single thing for which old Sam has a reputation equal to the prowess for big game, it is that of truth and veracity.

Everybody here give credence to the following story. In site of his reputation for always dealing in facts, no one who knows Mac will charge him with the ingeniousness to fabricate the story out of, we say say, no cloth at all.

Yesterday morning Mac started out for bear. He went into remote mountains, where he said they are apt to be found, on the sunny slopes, at this time of the year, "digging sang and sasafras to purify their blood."

He wandered into a little wild valley, opening to the southwest, where he had many times resorted in past years, and on an eminence in its midst he had loitered many an afternoon while watching for game on the bold mountainsides that nearly enclosed him in an amphitheater like curve.

As he approached his favorite knoll, some strange object caught his eye-"Injuns!" thought Mac. But he was soon satisfied that it was not a wigwam nor a teepee that he saw, but the object upon approaching first appeared a fairy like ship, resting lightly on the ground.

Being naturally bold of spirit as well as same of body, and having unpounded confidence in his prowess, he approached to reconnoiter the strange craft and stranger occupants.

It was made of a thin but tough appearing filament stretched over a light, wicker frame, and sails light as "skeeter barbs." For its main running gears Mac thought to consist of a lot of flutter wheels, which were propelled, he had no doubt, by a perpetual motion engine in a little box inside. Nearly a whole length on either side, extended a sort of fish thin wing, which as Mac said, kind of hemmed around some like a caterpillar walking. And under the nose of the thing were what Mac called a pair of "huckle bones," which he interred was made to revolve in such a way as to give off, by friction, a bright light. He said they "smelled of brimston and rosam."

But the occupants of the curious craft he declared to be "the queerest things of all!" He says they "walked up, like folks, and had heaps of knowing in their little round heads." They were five in number, four of whom he took to be two newly married couples. And they were "mighty lovin."

The other was an old man evidently the "ancient mariner" of the craft. They were smaller than the average folk; were covered with a coat of soft down, which with the males was of fawn color, but that of the companion a light rose tint. The males had light beards and the females wore long blond tresses. Their little round puckered mouths emitted no sounds but whistles, and they seemed to be schooled by a code by which they carried on considerable conversation. Their little round sharp eyes were protected by large goggle like glasses which were held to place by spring bows that hooked back over the jawbones, and thus do not interfere with the "queerest of all queer arrangements that ever mortal sees!" Mac declares that "talking boxes" consisted of little muscle machines back of the ears; that reminded him of the arrangement of the locust for making a noise. Their ears extended in little sinuous rays the plate on the keys to talk, and Mac, thought made good enough music to dance to. He says "if there be any cusswords in them fellows talk its no joke to say they swear by note." He thinks "a woman suffrage convention by them would beat that big Gilmore band all to pieces." But the

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funniest thing about their anatomy, at least that Mac could discover, was a caudal extremity that extended halfway to the knees, and which were carried very gracefully.

Their clothing consisted of small stuff and warm, as Mac expressed it. "In a squab like fashion."

They could not be induced to step upon nor touch the ground, but welcomed their terrestrial visitor to the gunwell of their craft, and the "ancient mariner" let him put on his glasses. Mac avers that they were the "beatness glasses" ever on his nose. Says he "saw a grizzly smile and sniff the air ten miles away." He is of the opinion that they tried to make him understand that while [] the air, with headlight aglow and they nestled in their warm wraps "come by comet" with downy chin rested on the edge of the boat, and goggles adjusted they could closely scan the earth and plainly see "what fools we mortals be."

They had a stock of food in store, in highly, condensed state, and showed their hospitality by giving their guest two pellets the size of beans, while the "ancient mariner" had one for his share, and the brides, as he supposed them, divided one each with their lord.

As they were finishing this sumptuous repast the sun went out of sight behind Mt. Pluckett. The shades soon gathered thick in the mountain walled valley, and a large brilliant star shone out, some degrees north of where the sun went down.

At the sight of the star all of the "little critters went wild" with, as we interpret Mac's accounts, exultation, worship and invocation. At the conclusion of their ceremony, whistled, key notes and shakes of their tails, they gave Mac a wafer, as he supposed for a "sort of cap sheet" for the meal, and as []. As the moon sailed over the top of Mt. Pluckett shone clear down through the big pines into old Mac's face, it woke him and he commenced to "pull himself together, and calculate where he was at." By degrees the events of the evening previously recurred to him. His aerial visitors, or hosts, had gone, leaving no trace behind. Picking up his arms, he made haste down to the settlement where he arrived soon after daybreak. Without waiting for breakfast at his cabin, he hastened on down to our ranch to relate his adventure.

Mac is "certain sure he has seen what no mortal human ever laid eyes on before."

And why not accept his story as a solution to the airship mystery—a bridal party from Venus, on their honeymoon. I give to you, my bold friend, for what it is worth. Yours fraternally,

Thos. Tucker.

-From the Franklin Co. Tribune of Union, Mo., April 23, 1897

Evaluation: This is well written and actually interesting reading. However, there is virtually no usable data, and it is all the impression of the alleged witness. I feel that it is a hoax.

25.)

Mr. L. G. Smith, steward at the Hermitage hospital, at 3 o'clock Sunday (April 18) morning saw the mysterious airship. He said he was on the upper veranda looking south when he discovered an immense shadow falling across the town. This was followed by brilliant streams of light, which came from a rapidly approaching object of oblong shape, coursing also downward and from the east. The velocity was lessened and suddenly the vessel rested upon the spire of the federal building. From his position Mr. Smith could see through the windows small but decorative apartments, and was sure that 8 or 10 passengers were aboard. Several were ladies, dressed in handsome Easter costumes. The stop occupied about three minutes. Two men came to the outside. One descended to the steeple, presumably to drop a letter, while the other, with lantern in hand, appeared to be applying oil at the junction of the wings.

Mr. Smith states that he hastily aroused his wife, but before she could reach him the mysterious pilgrim was away, going toward the south, leaving in its journey Oak Cliff, immediately to the left.

-From the Morning News of Dallas, Tx., April 19, 1897

Evaluation: I just cannot swallow the airship landing on a steeple. I feel this is a hoax.

26.)

The mysterious air ship came to earth last Sunday (April 18) afternoon shortly before 6 o'clock and struck the shore of Lake Osakis near Buck point. The saloons here were of course closed all day and a large number of sober citizens witnessed the landing and through their field glasses plainly discerned the mammoth air-boat which appeared to be shaped like a sugar beet or a Nonpareil cigar. The decks were alive with people who were busying themselves taking on tons of ice that had been blown up on the shore. It is conjectured that the ice was either for ballast or ice cream. The air ship was floating a peculiarly designed flag from the mast head, thought to be the national ensign of the Planet Mars. The men were of immense stature, probably 20 feet in height and wore ulsters. The women were extremely handsome and were attired in red bloomers. They appeared anxious to stop here. No lights were displayed. The air ship remained on earth less than 20 minutes when it started in a northeasterly direction traveling very rapidly and at least a quarter of a mile high.

-From the Lake Review of Osakia, Mn., April 22, 1897

Evaluation: I have some difficulty accepting the loading of tons of ice by the 20 feet tall beings. This is probably a hoax.

27.)

Harry Hutchison, a traveling salesman for a large hardware house at Cleveland, O., is a guest at the St. James hotel. Mr. Hutchison has the distinction of being the first person in this country who claims to have succeeded in getting a close view of the alleged mysterious airship, which for some weeks past has been causing excitement all over the country. At different times the airship has been reported in Illinois, Ohio, and other western states, but it never has come near enough to earth to enable any one to get a clear view of it, or its occupants.

Mr. Hutchison, in describing the adventure to-day, said, "On last Tuesday (April 20) night I was in the town of Clarksburg, W. Va., and after supper I started out to take a walk. As I neared the outskirts of the town I distinctly saw what I took to be a large balloon hovering in the air only a few hundred feet from the ground at the end of the street. The residents of that particular street were at that time engaged in eating their suppers and no one was about. A bright light, which I took for a searchlight, was shining from the balloon, and I at once thought of the mysterious airship, of which I had heard so much. I started on a run to get as near as possible and when within about a block of it I came within the rays of the light, whereupon the airship at once rose swiftly in the air with a rushing sound like wind among the trees, until it reached an altitude at which the light looked like a very large star. Then it moved away going in an easterly direction until it passed out of sight."

Mr. Hutchison said that several citizens of Clarksburg had seen the light moving across the sky that evening, but had thought it was a comet or a shooting star.

"I had a pretty clear view of the airship," said Mr. Hutchison. "It seemed to be cigar shaped, and had a number of small fan shaped wings, that seemed to be made of steel, as they glistened in the light, and worked with great rapidity. There were three people in the ship, but as their faces were in shadow I could not make out their features. What struck me as curious was the fact that they all wore long gowns and had long hair floating over their shoulders. In fact their strange appearance and their peculiar actions in never allowing the airship to come very near the ground when people are about leads me to believe that the occupants of the ship come from some other world, and are afraid to alight upon the earth, but are cruising about reconnoitering, as it were."

-From the Daily Leader of Pittsburg, Pa., April 24, 1897

Evaluation: I feel this is a real event, in spite of the mention of flapping wings.

28.)

The airship with a party of three on board dropped down on our campus here last Friday (April 23) afternoon and remained with us until Saturday morning. The names of the parties were Mr. and Mrs. Neptuniandustireceas and Mr. Saturnicusbalsan. Mr. and Mrs. N. lives on Neptune while Mr. S. lives in Saturn. After being interviewed by Banks, Wood, Asford, and others they left for Cuba intending to

reach Havana in time to give a reception in the evening, but soon discovered that their lunch had either been lost or forgotten consequently they sailed up here for supplies. They speak in the English language fluently, in fact Mrs. N. can converse in every known language in the world and talks the Finland tongue just as well as we do. She said that in the Sun, Moon, Neptune, Mars, and Uranus, the airships had been in use since the year Foley Langland of the Slater News left Norway. She spoke especially of the people of the moon, saying that society there was similar to that of Huxley, divided into cliques. A dwarf race inhabits the highlands, and lives, in the crater and old deserted volcanoes. All the larger planets she says are connected by railways and the speed of the train is 50,000 miles an hour. Rebellions are unknown and the people are honest and upright and just like those of Finland. All the stars are inhabited each having a government of its own. She thinks the election of McKinley was the proper thing and that Harden will be appointed postmaster at Ames, and that he shall be elected representative. She subscribes for the Rolland Rockets and ordered 500 copies for relatives. They intend to establish regular stations in the U. S. with headquarters at Rolland and on the Fourth of July will run excursions to all of the planets. We observed that these people were fine specimens of muscular and intellectual development, the young man resembling John McAtchen of Nevada. They left early Saturday morning and after obtaining a height of 12 miles, sailed off in a southerly direction.

-From the Representative of Nevada, Ia., April 28, 1897

Evaluation: This is obviously a fake and needs no evaluation.

29.)

Yesterday as the reporter was passing the Ragland corner he was halted by Judge Lawrence A. Byrne, who is known here for his truthfulness by his fellowmen. The reporter stopped to listen to what the Judge had to say, and here is what he told us in the presence of E. A. Frost and W. B. Hamilton:

"I was down on McKinney bayou Friday (April 23) looking after the surveying of a tract of land, and in passing through a thicket to an open space, saw a strange looking object anchored to the ground. On approaching I found it to be the 'airship' I have read so much about of late. It was manned by three men who spoke a foreign language, but judging from their looks, would take them to be Japs. They saw my astonishment and beckoned me to follow them, and on complying, was shown through the ship."

Here the Judge explained to the reporter about the machinery being made of aluminum and the gas to raise and lower the monster was pumped into a aluminum tank when the ship was to be raised and let out when to be lowered. The Judge's description of the ship is a well studied one, and his story is so ingeniously wrought that we are almost tempted to believe what he told us, but just at this time, and we must say it is the first time we ever caught the Judge romancing, we can't swallow his airship story.

-From the Texarkanian of Texarkana, Ak., April 25, 1897

Evaluation: This is probably a real incident. I am somewhat concerned about the data he gave concerning the craft, but this may have been conjecture.

30.)

The Houston (Tx.) Post of April 29, 1897, printed the following dispatch from Merkel, Texas, of April 26:

"Some parties returning from church last night (April 25) noticed a heavy object dragging along with a large rope attached. They followed it until in crossing the railroad it caught on a rail. On looking up they saw what they supposed was the airship. It was not near enough to get an idea of the dimensions. A light could be seen protruding from several windows: one bright light in front like the headlight of a locomotive. After some ten minutes a man was seen descending the rope; he came near enough to be plainly seen; he wore a blue sailor suit, was small in size. He stopped when he discovered parties at the anchor and cut the rope below him and sailed off in a northeast direction.

The anchor is now on exhibition at the blacksmith shop of Elliott & Miller and is attracting the attention of hundreds of people."

Evaluation: I feel that this is a fake. It appears to be a variation of the story related in an article titled "A Sea Above the Clouds" which was widely circulated and appeared in the Texas papers on April 3. The pertinent portion of this article was as follows: "The curious superstition that there is an ocean above the clouds is illustrated by the following strange story, by an old English writer: 'One Sunday the people of a certain village were coming out of church on a thick, cloudy day, when they saw the anchor of a ship hooked to one of the tombstones-the cable, which was tightly stretched, hanging down from the air. The people were astonished; and while they were consulting about it, suddenly they saw the rope move as though some one labored to pull up the anchor. The anchor, however, still held fast by the stone, and a great noise was heard in the air, like the shouting of sailors. Presently a sailor was seen sliding down the cable for the purpose of unfixing the anchor. When he had just loosened it the villagers seized hold of him, and while in their hands he quickly died, just as though he had been drowned. About an hour after, the sailors above, hearing no more of their comrade, cut the cable and sailed away. In memory of this extraordinary event, the people of the village made the hinges of the church doors out of the iron of the anchor.' It is further stated that these hinges, 'are still to be seen there,' a bit of evidence much like Munchausen's rope wherewith he once climbed to the moon. If you doubted the story, you were confronted with the rope."

There is no doubt that the Merkel story was based on this story. The article "A Sea Above the Clouds" appears in full in Appendix A.

31.)

Not to be behind the times, the air ship, so much talked of, came this way Tuesday (April 27) night, and was seen by several persons. Our informant, an operator at the Erie depot, says he and several of his fellow workers saw the air ship about 9:50, fast time. It seemed to be directly over Vernon hill, and was probably about 1,000 feet above the earth. The object was moving quite swiftly, and was brilliantly illuminated, throwing out the brightest of rays. Unfortunately, the western sky was overcast by clouds, at the hour above indicated, and no stars were visible. The air ship is described as being about thirty feet long, and about the shape of an ordinary canoe. One young man who saw it declares that four men were seated in the conveyance. They were men of ordinary size, apparently, and had long, snowy white beards, giving them a patriarchial appearance. One of the men seemed to be propelling or guiding the "aeroneut" as it moved through space. It sped in a southwesterly direction, and was soon lost to view.

-From the Gazette of Meadville, Pa., April 30, 1897

Evaluation: I feel that this is a hoax. The witness described the beings too well for the craft to be swiftly moving, at night with an overcast, and 1000 feet up.

32.)

The airship was discovered yesterday morning (May 11) right over Sandusky. About half-past 8 or 9 it first appeared in the heavens, slowly circulating about the city. One lady by the aid of a powerful opera glass, not a telescope, made it out clearly. She saw one person wave a flag, evidently recognizing her. Two small boys were able to see two children in the ship, and the general opinion is that the occupants are a man and his wife and three children, two girls and a boy. The girls are said to have blue hair and white eyes, the boy has red hair and blue eyes. So much was made out yesterday. The man wears side whiskers, parts his hair in the middle and wears it flowing down his back in long curls. He evidently likes curls and therein he is not a mortal.

So near as could be ascertained, and some of the lettering on the side of the ship could be made out, it was built on the planet Mars, covered with asbestos or some indestructable substance, and has two masts which are reversible. There could be seen in the center of it a round table on a pivot and there were dishes on it, indicating that the family had just got through their breakfast. From Groton comes the story that about half past 7, about the time the people in the ship must have been taking

their breakfast, portions of food, evidently the remains of their repast, were flung overboard and landed in the farmer's barnyard. Bits of cakes and pieces of meat and some portions of fruit were found, fruits unknown to this earth.

One farmer, Mr. Eichenlaub of Groton, has preserved the seeds he found in the fruit. He says he should judge that the fruit was about the size of a large apple, evidently yellow in color, and the seeds are about the size of beads. He will preserve these seeds and plant them in a secure place in his garden. We have sent him notice that this may be the forbidden fruit, and advised him not to eat any of it should the seeds sprout, a tree spring forth and bring forth fruit. When last seen the airship was sailing rapidly towards Berlin Heights, where it is expected to remain over Sunday, and we advise our correspondent, O.C.T. of Berlin Heights, to keep an eye on it and let us know what he discovers.

-From the Register of Sandusky, O., May 12, 1897

Evaluation: I feel that this is also a hoax. It was said to have come from Mars, which is absurd. Even if this was purely conjecture by the writer, the story is still very difficult to believe.

The remainder of the reports are undated.

33.)

The Louisville (Ky) Times of April 19, 1897, printed the following dispatch from Harrodsburg, Ky., dated April 18:

"There are people in this town and county who claim to have seen the aerial travelers in their craft sailing southward. One man who lives in the county, Mr. Samuel Bunnell, thinks it was a celestial craft, with angels for passengers, who are reconnoitering this terrestrial sphere for some unknown purpose, perhaps with a view of locating a colony. He says when he drew his telescope on them he could see that the occupants of the contrivance had wings and were gorgeously dressed, and seemed to be playing on some kind of instruments. He thought he heard sounds like cybols produce. Another man who peeped through the same glass says it was Elijah's chariot.

"Miss. P. Dunn, M. Parks and L. Riker claim to have seen the air ship, but could not distinguish any people positively."

Evaluation: This is probably a fake. Why would "angels" need an airship?

34.)

James Rogers says he saw the great air ship, on the cow-catcher of which sat a long white-bearded populist reading the Referendum.

-From the Referendum of Shoals, In., April 22, 1897

Evaluation: This was probably intended as a political comment and therefore a hoax.

35.)

Sheffield (Ill.) Times:

The airship was seen to alight in Jasper Wood's pasture last night. It remained there 10 minutes. Several people landed and seemed to be oiling the machinery. After they left, the ground was examined. A small fire place had been made and evidently they had been making gas. They left a pair of tongs behind, that were so heavy that it took four men to load them on a wagon and bring them to town where they are now on exhibition. The whole affair covered an area of 20 acres. They were flying the United States Stars and Stripes when here. Some estimate the people to be 20 feet high and judged their weight to be 1,000 pounds. When the ship left the ground it went with such rapidity as to cause a current of air to follow which completely upset the onlookers 40 rods away, and they grabbed onto the fence to keep from going up. A terrible rainstorm followed, thought to be water from the exhaust of the engines in going over it. Nearly 3 inches of water fell. The women on board wore bloomers.

-From the Sun of St. Edward, Nb., April 23, 1897

Evaluation: This is probably a fake. The whole story is very hard to believe. However, I take interest in the comment made about the effects when it took off.

36.)

Of all Missouri, it remained for one of Freestate's reputable citizens, Uncle Tilford Pemberton, to be the first to discover that mysterious something that is supposed to be an air ship. He was out in his yard about 9 p.m., when an object in the sky attracted his attention. It was, so he said, about half a mile high and was traveling in a southeastern direction. It passed directly over Uncle Tip, and he had a good view of it, and says it was carrying red and green lights, and had, he thinks, some ten or a dozen ladies on board, who were dressed in the latest fashion, including the new spring bonnet, and was as pretty as could be—in fact, Uncle Tip was so charmed he ran the thing over a mile; but it was too swift for the old man and he was left behind, much to his regret. The citizens of Freestate Springs were the next to see the airship, if such it could be called. Some thought it was going to light; it was so low people could be plainly seen, but they were men, when directly over the Springs something was seen to fall, or was thrown overboard, and when picked up it proved to be a piece of paper, on which was written: 'The people of the planet Mars send greeting to the people of Freestate.' This settles beyond doubt the air ship business, and also that the planet Mars is inhabited.

Rambler.

-From the Herald of Armstrong, Mo., April 22, 1897

Evaluation: This story has all the characteristics of a poorly conceived hoax: he could describe the beings even though seen at night and half a mile away, from Mars, and the somewhat egocentric note.

"I BUILT THE AIRSHIP AND IT WORKS BY....."

The most popular theory as to the origin of the airship was that it was the invention of some Earthly genius. This inventor was said to be making tests flights at night in order to perfect his machine. In a large portion of the CE 3 reports, the being give direct information which indicated this to be factual. In all but a few of the reports, this alleged inventor gave his name and even the place where the airship had been built. These are what I call CE 3 INVENTOR CLAIMS.

As with the preceeding chapter, these reports will be presented as direct quotes from the source indicated. Since these reports have a definite bearing on the inventor theory, which will be examined in great detail in another chapter, no evaluation will be attempted. It is important that these reports be read with an open mind, paying close attention to what the beings relate and the description of the craft. The question, "Would this craft be capable of flight?" should be kept in mind at all times.

1.)

The San Francisco (CA) Call of November 23, 1896, printed the following letter from San Rafael dated November 22:

"In the latter part of August, I was hunting in the Tamalpais range of mountains, between the high peak and Bolinas Bay. I wounded a deer, and in chasing it I ran onto a circular brushpile about ten feet in height in a part of the mountain seldom visited even by hunters.

"I was somewhat astonished, and my curiosity prompted me to approach it, when I encountered a man who sang out: 'What are you doing here and what do you want?' I replied that 'I had wounded a deer and was chasing it.' He said 'that they had been camping here for a month or so and had not seen a deer, but if you think your deer is in the neighborhood I will assist you in finding it as we need a little meat in camp.' This man went with me and in less than 500 yards found my deer. We carried it into the brush corral. And what a sight-a perfect machine shop and an almost completed ship. I was sworn to secrecy and have kept it till this moment. Six men were at work on the 'aerial ship.' It is this ship that a few people have seen at night on its trial trip. It returns to its home before daylight and will continue to do so until perfected.

Yours,
William Jordon."

2.)

The San Francisco (CA) Call of December 5, 1896, printed a dispatch from Fresno, Ca., dated December 4. It presented an interview of one George Jennings, Grand Central Hotel proprietor, by a Call correspondent. He stated,: "Yesterday shortly before noon a man appeared at my place of business and inquired for me. The stranger was covered with dust and travel-stained. I recognized him as an old friend whose name I cannot possibly give at present. It is true the airship is in Fresno County, just where I do not myself know. This man who was in here is one of the inventors. He told me that the trip to this county was involuntary upon the part of the men in the airship. In other words, the machine came itself and they couldn't stop it.

"His statement was that they were flying, as usual, around Contra Costa County hills and rose to a height of about 1000 feet. Suddenly, the airship struck a current of air and refused to answer its steering gear. It was borne rapidly southward against all efforts to change its course until suddenly the current of air seemed to lessen and the machine once more became manageable. The men aboard at once descended and flew about looking for a hiding place, where they at length found.

"My friend told me that the airship was made principally of aluminum, and that the rising and falling was accomplished by improved aeroplanes, while the motive power was electricity. He says the machine is perfect, except for the fact that at times it refuses to be steered in a given direction, and that it will not stand still in the air. He has gone to San Francisco and will return with some material and men probably to-night. He said if the news from Washington was satisfactory, he would bring his airship over to Fresno where every one could see it.

"I know the man well," concluded Mr. Jennings. "He had no reason to tell me such a story if it was not true. He had no business here, knows no one but myself and left without asking any favors. Moreover, he wanted the matter kept quiet."

3.)

The Call of San Francisco, Ca., of December 5, 1896, printed a dispatch from San Luis Obispo of December 4. It read: "William Gordon reached this town this morning. He states that he is a native of South Carolina and a truthful person, a graduate of Berkeley, but recently a sailor and just from New York.

"His story is that yesterday evening about 9 o'clock, he was at Indio, and responded to the inquiries of a stranger who was looking for some one able to splice a rope. Gordon, being a sailor, offered his services, which were accepted, and he followed the man who claimed to have a haybaling outfit about a mile from town to a place where he found a cigar shaped structure about 80 feet long and 25 feet in diameter. The structure was standing on projections, and had under it two propellers, five-bladed, say 15 feet across. There was a huge tail, which served as a rudder, of which the tiller-ropes had parted. Gordon spliced them.

The structure was of metal. There were a number of windows and two doors. The interior was divided into compartments and the motive power, which the captain stated was compressed air, seemed to operate machinery contained in a great case and controlled by levers.

"Gordon was invited to come along and did so. He was given the rudder, operated by a wheel, and followed the courses given him as shown by compass. They rose in the air to a great height, probably 3000 feet, and took a northerly course and traveled at enormous speed. In a few hours, they passed over Los Angeles, easily known by its great number of lights, and then sped over Ventura, Santa Barbara and other places, and about 3 o'clock this morning settled down in a place in the mountains about 8 miles southeast of this city.

"Here the manager of the airship announced his intention of stopping a while and Gordon was sent for water, but after going a short distance he turned and discovered the strange vessel disappearing.

"The airship man, Gordon says, was of swarthy appearance and spoke Spanish to the only companion he had, a woman."

4.)

The following appeared in the Marysville (CA) Daily Appeal of December 9, 1896: "The following is the remarkable story told by William Meek of Camptonville in a dispatch to the Examiner. Mr. Meek and his family are well known throughout the entire mining region of Northern California, where he has large mining interests. He certainly tells a strange story.

"This community was aroused at 9 o'clock last night by the excited screams of a young lady," he telegraphed. "The airship! the airship!" she cried, as she pointed to the northwest and looking in the [] residents saw floating in a northerly direction what indeed looked like a monster of the air. It was apparently descending when first observed and appeared to light on Ramm's Hill about two miles away from Camptonville. Five young men volunteered to investigate, and found the airship with one human being who could neither speak nor hear. After a consultation the party decided to write an inquiry of his wanderings, and after reading their questions he took from his pocket an alphabet and described his journey. He said that he came from the Montezuma mountains in his airship, leaving behind him a wife and two children who were in charge of the (postmaster) in that region."

"Very much mystified, the party left him, and, according to Mr. Meek, he was not seen again until 4 o'clock yesterday afternoon, when he as suddenly and mysteriously disappeared as he had come, leaving behind him no trace of either his airship or himself. The young men, when pressed for further information, repeat the brief story of their interview with the man. As yet, no one out of Camptonville has seen the man's original writing of the story of his wanderings through the ozone. Mr. Meek says the stranger would not give the name of the town from which he last set sail, nor whence he was going, nor yet would he tell the object of his visit to Camptonville. As to his airship, he would give no details."

5.)

The Granger of Auburn, Nb., of April 9, 1897, printed the following story:

"Mr. James Southard, a farmer on the bottoms north of Peru, was in Auburn on Wednesday and made this office a call. Mr. Southard tells a story which a great many will doubt, and were it not for his reputation as a truthful man we would hardly care to repeat the story. He has resided in Peru precinct for the past 20 years and has always been known as a truthful and honest citizen."

"Sometime during Monday (April 5) a number of cows belonging to Mr. Southard strayed away from his farm and were not missed until evening. A hunt for the missing cattle resulted in Mr. Southard finding himself several miles from home when darkness came on. He soon became lost and wandered about for some time in the dense growth of willows, becoming all the time more confused as to his whereabouts. About 2 o'clock in the morning he saw a light on a bar in the river, and finding a place where the bar ran into the bank, made his way to the light. Imagine his surprise when he found that he had stumbled onto the airship which has attracted so much attention and been the occasion of a great deal of speculation as to what it really was, of late. A number of men were moving about the ship, or machine, and seemed considerably surprised when Mr. Southard appeared, nevertheless they were nothing loath to talk when he had explained how he came to be there. Something had gone wrong with the searchlight on the ship, and not daring to proceed in the darkness, the ship had been brought to the ground. It is cigar shaped, about 200 feet long and 50 feet across at the widest point, gradually narrowing to a point at both ends. Mr. Southard was allowed to examine as much as he pleased and all his questions were answered. At each end of the ship is a large steel snail shaped device. This, he was informed, was the apparatus by which the strange machine was propelled. Large gasoline engines caused whichever one of these in use to revolve rapidly, and to bore into the air, dragging or pulling the ship along at a wonderful rate of speed. Two more of these devices are attached to each side, and near the ends of the ship, and are used in steering. When it is desired to turn the ship to the right or left the propellor on that side is set in motion. To raise the machine a like apparatus on top is set in motion."

"The craft is loaded with several tons of dynamite and is bound for Cuba. Spanish troops are being massed in the cities for transportation to the Philippine islands, and it is proposed to sail over these cities and drop the dynamite into the camps of the soldiers and on the transport ships. Besides destroying the camps and transport ships, it is proposed to destroy the Spanish navy. This will enable filibustering ships to land arms and ammunition for the Cuban soldiers, who, thus supplied, can easily dispose of such of the Spanish as escape the dynamite dropped by the airship."

"About 3 o'clock, the searchlight was in good shape and the ship started for the wilds of the Ozard mountains, where, the captain informed Southard, they spent the days, experimenting at night with the ship. They expect to sail or fly for Cuba yet this week, and reach there by Sunday or Monday. When they do, Spain is likely to hear something drop."

It is extremely interesting to note that the above story appeared in the Fort Worth (TX) Register of April 18 with the witness being Patrick C. Byrnes. The stories are almost identical with some minor changes being present in the Fort Worth version. Byrnes was a repairer for the telegraph department of the Texas and Pacific. It is clearly evident that the Fort Worth story is a hoax based on the Southard story. It is, however, unknown whether the hoax was perpetuated by the Register or by Byrnes.

6.)

The Omaha (NB) World Herald of April 18, 1897, printed a dispatch from Harrison, Nb., dated April 7. It reported that the airship had been seen there on April 6th. It was essentially a vari-colored light that was seen for 30 minutes. "E. W. Daily of Crawford gave a minute description and was confident two persons were on board, who, he claims, seemed to be guiding the ship. He said it resembled a large box, with oval shape. At the stern, he says, there was an apparatus resembling a propellor and attached to the main body by a large iron or wooden beam. Suspended from the box was another box-like structure. Starting from the upper end it gradually tapered to a point. Mr. Daily is positive two persons were in the large oval shaped box, who were working with machinery of some kind. He is also positive that the motions of the persons would indicate they were working hard."

Fortunately, he had a small field glass with him and insists that one of the gentlemen looked very much like Albert Whipple, who, it may be remembered, disappeared from Crawford two years ago, after robbing the Crawford Banking company. Mr. Daily was dumfounded by the wonderful phenomenon and

particularly the appearance of a man on the ship who resembled Whipple. Whipple, it is said, while in Crawford told a friend of his that he was working on an airship, and that someday he would startle the world. Many believe this solves the mystery; that it is really an airship, and that the inventor, Whipple, being a fugitive from justice, is afraid to land in daylight and make his wonderful invention known."

7.)

The Minneapolis (MN) Journal of April 9, 1897, reported that the airship had been seen there on April 8th, by James Gagey. He reported he "had not taken more than five whiskies" and that he heard a buzzing sound accompanied by lights flashing all around him and he was thrown to the ground. The bright light was 250 feet up, going at 19 1/2 miles an hour and "was shaped like a beer schooner with the handle down." It was about 65 feet long. "On looking around I found what was evidently the log book of the ship. It recorded all the points which the ship had passed in the last two weeks. It indicated that at times a speed of 120 miles an hour had been made. The record was simply headed: 'Cruise of the Hermes, J. M. McMasters, 7613 Michigan avenue, Chicago, proprietor and master.'" According to the record it would rest at Taylor's Fall today.

The above was accompanied by a dispatch from Taylor's Fall dated April 9th. "The secret of the airship is out, and The Journal correspondent gets a scoop. Upon receipt of a bulletin from The Journal's northwest editor, your correspondent hastened to the thick woods south of town. He penetrated them with great care. Moving cautiously, he came to the edge of a considerable clearing, in which he saw lying an immense and curiously shaped object, which looked like a whale at a distance of five feet. At first I feared that it might be some animate thing of terrible proportions. A little observation assured me that it was something of metal and wood. Suddenly a door opened and two men came out of the ship's side. They were reading daily papers and laughing at the surprise and wonder their ship had created.

"At that moment I rushed out to them. Seeing me, they came at me like wild beasts, but I drew a revolver and warned them to stand and deliver their secret. Thereupon one of them introduced himself as J. M. McMasters of Chicago and admitted that he was the inventor of the craft which had excited so much wonder. 'There she is,' he said. 'There remain some little things to perfect before we make our discovery known. We will never reveal the secret, but we will soon put on lines of airships between all the principal points in the world. Each trip serves to assist us in correcting some defect.'

"All I can say to you is that the principle on which our invention rests is that of negative gravity as opposed to the positive kind, with which we are all familiar."

"While I was asking him some question, the wheels on the thing began to revolve, great wing like projections unfolded, some mysterious force drew the men into the car on the lower side, and before my eyes the thing arose and sailed away down the St. Croix.

"The town is full of farmers who saw the mysterious object and came into town to discuss it. The prevailing belief is that it is the devil's own creation. When I told them my story, they said that I was crazy and had me locked up. I am writing this from the jail, but I am as sane as any man and never wrote a fake any more than Sioux City and Omaha reporters.

"That reminds me that I asked the inventor about that Sioux City farmer-cornfield story. He said it was a fake; that the farmer must have dreamed it, for, though he saw the farmer from Wolf Creek, the rustic was dead drunk in the road and remained there all night."

8.)

The Guthrie County Vedette of Panora, Ia., of April 15, 1897, ran a dispatch from Guthrie Center, Ia., dated April 12th. It reported that the airship had been seen there on April 9th and it descended near Fort Buck. "The writer, being near at the time of the descent, made all possible haste and reached the place ahead of all the others. Although he was not permitted to examine the interior, he is firmly convinced that it is an excellent conveyance for rapid transit.

"The vessel is about 43 feet long, 13 feet wide, and 9 feet from base to roof or covering, above which are the sails or wings that glide this wonderful machine through the air, causing wonder and astonishment for many of our leading citizens. From the hasty observations, we learned that the interior is fitted up with staterooms for 8 persons, also a cook and dining room arranged on the plan

of our railway diners. The crew, consisting of 4 men of genteel appearances, were all very reluctant in giving any information and it was with difficulty that we prevailed upon the Captain to permit us to approach the vessel. For reasons unknown to us, they refused to give the name of anyone on board, but in our short interview we learned that they had sailed from St. Louis north through Missouri, Iowa, southern Minnesota, thence west through Dakota, thence southeast through northeastern Nebraska, passing over Iowa at some point south of Sioux City, and heading now for the starting point.

"The Captain reported that they had been making these trial trips at night to avoid comments while they were perfecting the machinery and that after April 15 they would make exhibition trips in the day time only, while he deplored the fact that papers were publishing many descriptions of his vessel, yet he believed it would lessen their danger from attacks from hunters with long-range Winchester. The crew before their departure were informed that they had landed in the county seat of Guthrie County and they were astonished to find us in darkness in such an important town, and declare that they had observed a nicely lighted city over the hills east of us long before realizing that they were descending into this city. On being informed that it is currently reported in the 'City of Light' east of us that the county seat is soon to be removed, they gladly considered to return on that occasion and assist the county officials in making the transfer of records and fixtures of the various offices if we would prevail on Charley Hill to consent to this mode of travel, as they were advised that he had had experience in county seat moving and possibly would want to travel the old way. Clerk Woody and Deputy Auditor Cook thanked them for their kind offer and the interview closed. The crew, having oiled around, bade us good night and immediately, with the ease of a bird, the vessel arose from the earth and sailed on down the valley and was soon lost from sight behind College Hill. At the same moment Dick McLeuen came forth from his cyclone cave. -Communicated."

9.)

The Jefferson (Ia.) Souvenir of April 17, 1897, printed a letter to the editor which described an alleged landing of the airship on April 10th near Goose Lake. The story, in all likelihood, is a fake especially with the signing of the letter by "A. T. Mosner," but this is not positive. The letter claims that several residents saw the airship on the ground. It was elliptical, 100 feet long, 10 feet wide, and 3 or 4 feet deep. It was made of some light metal, had two lateral wings and a rudder like a bird's tail. "The motor power and lighting being done by electricity. From the center projected a mast about 40 feet high from the top of which beamed an arc light in a red globe, and to the mast were attached sails which renders possible a speed of 200 to 400 miles per hour." There were 16 people on board and their present business "was lighting the Northern lights, skimming the Milky Way, planting potatoes in the Moon and sweeping up Star dust." A Doctor Laird was utilized and pulled a tooth with eleven roots. The occupants "were dressed in Japanese costume and posed as Japs, but most of those present think they were Americans trying in this way to conceal their identity." They stated they were on an experimental trip and if successful would notify the world.

10.)

The Eldora (IA) Herald of April 15th, reported that the airship had been seen there on April 10th. It was essentially described as a bright light going northwest.

"The Herald representative in order that he might see better, perched himself upon the standpipe, but could see nothing at first, but as his eyes became more accustom to the darkness he saw something away off in the north, and coming directly toward him. As it came nearer, he saw what he at first took to be a huge bird, but upon closer examination saw smoke coming out from the top and a large car hanging underneath. When they were directly over him it stopped and something fell and struck the edge of the standpipe. It proved to be a large rubber hose-they were taking water. A brilliant idea came over the Herald representative-he would take a ride-and acting upon the suggestion seized hold of the hose and was drawn up hundreds of feet until at last he was safe and sound upon the deck of the wonderful airship.

"After introducing himself, he placed an advertisement of the Herald on the side of the deck. There were two occupants of the ship, from Kansas. They said while they themselves were not Populists, they owe their discovery to the silverites and populists of Kansas having become so poor since the Pops ruled Kansas that they could not get out of the state, so they tore up their barn and built an

airship. After riding around over different parts of the United States, the Herald representative, after promising he would not reveal the identity of the inventors, descended the hose and went his way."

11.)

The following dispatch from Oxford, Ia., dated April 13th, appeared in the Davenport (IA) Leader of April 14, 1897:

"On the evening of April 10, 1897, I was at Oxford, Iowa, Johnson county. While enjoying an evening stroll with two friends, one a customer, Mr. John Floerehinger, of the firm of A. P. Rohret and Co., the other, Postmaster Frank McDonough, of this place, I gazed into the heavens. About 9 p.m., we noticed a beautiful light about 800 to 1000 feet above the earth, at an angle of about 45 degrees. In an instant the air ship idea struck us. We watched the strange monster for about 30 minutes and I may say that we were too dumbfounded to spread the alarm. Others here swear they saw the same in the heavens. As near as we could ascertain at that time by the naked eye, the monster looked like a large balloon suspended from what looked to be the hull and stern wheel of a boat, such as are seen on the Mississippi river at our port. Suddenly we heard a whistle, then a hissing sound. The thing seemed to be coming down. Sure enough the thing rapidly descended and landed in the center of the race course at the Oxford fairgrounds. We ran with all our might to the spot, and on our arrival some one yelled out, 'Hello, Kelly.' To my utter astonishment, there stood Dr. J. S. Watson of Downey, Ia., all attired in captains uniform. He being a personal friend of mine, I said: 'What on earth are you doing here, Jim; what have you got?' He said in his usual cool way: 'Well, we are on earth only for a limited time. This is the wonderful air ship-Cieto-I am the owner and inventor. Jump right in and take a ride. Be quick, we must set sail before we are discovered, as I have some improvements yet to make on the craft. After the usual introduction of my friends, we set sail. It was a glorious night. We got started about 10 p.m. and returned at 3:45 a.m. without being detected in coming or going. Several times during the trip the craft came near going to pieces (as we thought). The cool captain said it amounted to naught, and was caused by a quick turn of the pilot. The captain held a small instrument which recorded the speed. At one time we were making 500 miles an hour. We passed over Burlington, Chicago, Davenport, Des Moines, Omaha, Lincoln, St. Joe, Kansas City, and towns en route. In several towns we noticed people with glasses, but to our surprise no one seemed astir in Davenport. At this place we were about 1600 feet above Frahm's brewery. It was now 11:45 and my friends Floerehinger and McDonough began to sing, 'We Are Up With the Angels Now.' We then repaired to the state room for a light lunch, the light air making us very hungry. The captain says they have to eat 17 meals in 24 hours, while the ship is in motion. When at a standstill the effect is not so bad on ones stomach. Mr. Watson's wife asked the far off creator of man to send down His blessing. McDonough burst out laughing; as for myself I thought we were too near that supreme being to make fun. When our meal had been finished, Captain Watson escorted us through the ship and explained his wonderful piece of skill. Having done this he warned us to say nothing of the monster further than we had seen and rode in the same and met its owner and inventor. He would not divulge as yet at what post on earth his boat was quartered. He says soon the people will know all.

"If time and space would permit, I would give you an account of many pleasing and exciting incidents of the trip. I will try to entertain you further [] now 12 o'clock and I must be going. Hoping you will excuse me for taking up so much of your time. I am always

Your Friend,
R. C. Kelly

P.S. My friends attach their signatures and vouch for the truth of the above.
F. J. McDonough
Jno. W. Floerehinger"

12.)

The Register of Des Moines, Ia., of April 16, 1897, printed the following from Forest City, Ia., dated April 12th:

"About 11 o'clock p.m., April 10, I beheld what at first appeared to be a blazing meteor flying through the sky apparently coming from the southeast. At once I thought of the many and unauthenticated stories of airships, flying machines, etc., but in an instant it was out of sight, and the beating of my heart in anticipation of being able to verify the many rumors was very discouraging truly.

"But in a moment a rushing sound as of a swiftly passing train high up in the heavens convinced me that there was something unusual near at hand; yet not a light of any kind was to be seen where only a few seconds before was a blaze like the glaring sun.

"In an instant, the wonderful airship shot past me not more than twenty feet above me head; not a sound or a speck of light; then I for the first time realized that it was returning directly toward me, but very slowly as though floating on the current of a river.

"When within ten feet of where I stood, some one stepped out on the stern of the ship, as I will call it, although little resembling an ordinary sailing vessel, and spoke to me, saying: 'Well, what do you think of it?'

"I was for a moment almost too surprised to answer, but finally said: 'From all the data at hand I am unable to form any definite ideas, only of surprise and wonder.'

"Well, sir, if you are not particularly superstitious and will step aboard, we will guarantee you perfect safety to both mind and body and allow your to investigate our home, and when you are satisfied, we will see that you depart at your earliest pleasure.'

"At the same time the ship settled off and touched the earth, and a pleasant gentleman stepped off and extended his hand in such an ordinary human manner that I had no hesitancy in grasping in it all the confidence of truly human friendship.

"He said: 'This is a flying machine in the ordinary language of our people. It is perfectly safe and we have been testing it for nearly two years and so far not an accident or disappointment has befallen us. If you like, you are welcome to step in and judge for yourself.'

"At the same time opening a door, I beheld a comfortable apartment dimly lighted, and heard what appeared to be pleasant conversation. As soon as we were both inside, the door closed and the room was beautifully lit up as light as day, but by what method I know not, as I could see no lamps or burners of any kind.

"It will not be necessary for me to give in detail the descriptions of my companions as he appeared to me. He was simply an American citizen to all appearances, dressed as we all dress, talked as we talk; for that is just what he is--an ordinary American citizen, one who, with others, after many years of close study and experiment, has been able to construct a device by which they are able to navigate the air.

"At first I thought I felt a slight quiver of the ship, but that was all, for I supposed it was firmly resting on the ground at the very spot where I stepped aboard.

"After offering me a seat, he said, 'My name is B-----'. Whom do I have the pleasure to entertain?'

"I rose up and said my name is Volmer, of Forest City, Iowa.

"Mr. Volmer, allow me to present some of my friends."

"At this same moment the curtains were drawn, and several ladies and gentlemen stepped forward. All were pleasant, unassuming people after the formality of introduction.

"Mr. B. (for by that name our friend be known) proceeded to show me around and explain the principle upon which the ship was constructed, a brief report of which I will attempt to make, but hope to be soon able to say something more definite.

"Mr. Volmer, it has been ten minutes since you stepped aboard our ship; we are now passing over Denver, if you look out this way you will see the city, as we will show you for a moment.'

"Sure enough, there lay below us some city, the lights and glimmering of a city in the night were right beneath our feet. I remarked, 'This may be Denver for aught I know. I am sure it is if you say so,' I said with a faint smile, 'but I supposed we were at Forest City.'

"We will be in a short time, but I thought I would give you a little ride before you return for the night.'

"Then a little quiver as before, and the lights of the city disappeared in a twinkling.

"The principle upon which this ship is built is simply this: It is always kept level. Here you see in this glass is a tube partly filled with quick silver. Upon every turn you will see little tubes. This is the real secret of our device. As the ship inclines these levels automatically adjust the ling compressed air, which keeps her l and always right side up with care; the electric motors compress the air, which furnish part of the motive power similar to the method of a sky rocket. As the compressed air escapes it has a tendency to drive us ahead. If we wish to change our course we use this or that lever which only changes the relation of the bow of the ship to the levels. If we all walk over to one side of the ship it makes no difference, as the levels open just that much more escape for the compressed air, which always keeps her in due form. Now we are over San Francisco, and out over the Pacific. We will return via Mexico, New Orleans, Des Moines, and safely land you within the hour at the very spot where we found you. The nature and construction of the ship will be the subject of another chapter; how we overcome friction, supply ourselves with air, etc., we hope to give up to the public in the near future when it will be practicable for general use. The search lights with which they are supplied, alone would be a subject for a volume. Magnetic attraction," he said upon leaving, "is of such vast importance in the velocity which we attain, that it cannot be explained in so short a time. Well, here we are at Des Moines, in a little less than an hour. The dial will show the altitude and distance traveled. We are now at Forest City, and will bid you good night, but hope to entertain you on a more extensive trip in the near future."

"The door opened and I stepped out at the very spot where I started on this most wonderful and interesting trip, a detailed account of which I hope to give as soon as I recover from my surprise. Volmer"

13.)

The following appeared in the Daily News of Des Moines, Ia., of April 12, 1897:

"Des Moines, April 12, 1897.-Editor News: The Leader thinks that the air ship is a fake; but I saw it Sunday (April 11) morning about daylight and send you herewith a photograph of it just as it was sailing over the top of the capitol, and was going about a mile a minute I should think. I have a Kodak and always keep it loaded or else I could not possibly have got the shot at it which I did. You will notice by the photo that there is one large propelling wheel at the rear, probably for steering or possibly for ventilation. There were five or six persons in the ship and it was headed north. Being of a mechanical turn of mind, I called to them with all my might, 'What kind of a motor have you?' The answers came, from the little man by the flag I think, 'We use an inspirator.' I heard no noise save the flapping of the Stars and Stripes which she carried, and it reminded me of flapping of a sheet on the line on a very windy day.

J. E. McConnell."

14.)

The April 13, 1897, issue of the Fort Madison (IA) Democrat printed the following:

"The Democrat today is able to give to its readers an interesting bit of information which owing to promised secrecy until 24 hours had elapsed it was unable to give last evening. Through the kindness of one of our prominent plumbers, an Evening Democrat reporter was put in possession of the secret which led him, at a late hour Sunday (April 11) night, to a most desolate spot in the first hollow over the bluffs back of our city. The walk was not a pleasant one for the mud was boot deep in places and several fences had to be climbed. It is not necessary to mention in detail several clay slides endured.

"The Democrat's plumber friend had promised secrecy and nothing was revealed until the spot mentioned was reached. The two were accompanied by a man of perhaps 40 years of age, tall, erect, hair of iron grey, grey moustache, and eyes so piercing that one might imagine that he was of the Pinkerton Detective force or a government frontier agent. He was distinctly foreign, as his English clearly told, for it was decidedly broken and his face was a florid as a fresh Johnny bulls.

"The suspense of the reporter (and the plumber as well) may be imagined and the relief which came when the place was reached may likewise be imagined; but the object which greeted two pairs of curious eyes was something so decidedly novel that it was almost past all belief.

"Before reaching the spot the mysterious stranger made each Fort Madison companion take his oath that nothing would be said of what was to be seen until a day should pass, when the strange object would be up and far away.

"The concern was perhaps 80 feet in length and in shape resembled a cigar. Aloft were steel masts bearing strange wings of white which were not unlike the ancient windmill arms of Don Quixote times. We were indeed beholding the great airship whose lights have been seen by so many people of so many towns, 'up above the world so high.' It had been disabled and the manipulator, seeing the lights of Fort Madison, steered for the town and had missed it by one hill. To describe the great airship would be too great an undertaking even had we not been sworn not to give it; suffice it that it contained within its shell of whale hide, several cozy rooms and everything that was modern for comfortable living and travel. It was manipulated by electricity and had searchlights with their glass covers of several colors. This light is evidently the one which has attracted the people and caused the comment.

"The airship has on it a name which is as strange in its sound as the ship is in appearance—'Whobiggerwah.' Captain Cosmowobsy, for that is the gentleman's name, is a native of India, and states that the ship was his own invention, and that it was sent out from Vurnahpootra less than 30 days ago by descendants of the great Mustaffa, on a secret voyage around the world. It had been his intention to make no stops, having plenty of provisions for a six months tour, if it stretched out to that length of time.

"In the interview Captain Cosmowobsy said that on Saturday morning the ship's apparatus began to fail and that it sank down near a place which he supposed was Chicago, and that he fears a photograph was made of the ship since he saw a camera pointed toward it. By a quick manipulation of the motor the ship shot up and away. This concurs with the reports of Monday's Chicago papers.

"There were on board some 20 or more passengers who conversed in the Indian tongue. They were intelligent looking men and women and seemed to have the utmost respect for and belief in Captain Cosmowobsy.

"Hereafter no worry need be experienced nor need conjecture be borne for the airship does exist. The Democrat says so and it never lies."

15.)

The Journal of Buffalo, Mo., of April 21, 1897, printed the following story:

"On last Monday (April 12) evening this singular ship was seen hovering over this place. Rev. Scott, the temperance evangelist, was in the midst of one of his most eloquent appeals when the shout was heard on our streets, the 'air ship is coming' and soon everybody was out on the streets. The cry reached the church where the lecturer was and it soon emptied. Sure enough, the strange floating machine was plainly visible. After some delay, it finally came down on Dean's point or the east shore of the lake. In almost less time than it takes to write it, the entire population of this village was gathered on the point, an eager, interested and expectant crowd. O. L. Dudley, S. A. Putnam, Judge Alley, J. C. Fogarty, and others of our citizens managed to get up to the ship. A 'Journal' reporter was among the first to reach the strange visitor and found the 'crew' to consist of four Japanese, all of whom could talk the English language fluently. On being informed that the 'Journal' would be glad to have some history of their adventures, the 'Captain' of the crew gave the following account, at the same time the other members were relating a similar account to our citizens already mentioned and who are therefore able to vouch for the truth of the story.

"From the account thus given, it appears that this strange ship started out from the Imperial observatory in Japan over a year ago. This observatory has been carefully guarded by Japanese officials from all observation and is situated on the highest mountain in Japan. It is a government institution, devoted to scientific investigation and especially to investigation relating to the occult sciences and the lost art. The Captain of this ship, said that the authorities had now determined to allow learned men from all countries to visit this observatory, though its secrets would be still carefully guarded. This curious ship was built wholly of aluminum which metal was known to the Japanese thousands of years before it became known to the western nations, and was fashioned after the shape and the model of a bird. This fact has doubtless led newspaper accounts to speak of it as being cigar shaped. The 'ship' is painted with a sort of paint that makes it invisible except when it comes down into the lower air stratas, where the moisture and gasses from the earth change the color. It is

wholly invisible in the day time. This method of rendering the vessel invisible is a secret known only to the Japanese and to the inhabitants of farther India.

"The 'Captain' informed us that six of these wonderful 'air ships' have been sent out by the Japanese government from their observatory, to take observations in all parts of the world as to what was going on and being done in all countries. Two of these ships have been sent to this continent, one to North and the other to South America. In the upper stratas of the air, the currents are exceedingly swift, and this enables them to travel with almost inconceivable speed. This ship has visited, during the past year, every state and every city of note. By means of fine and invisible wires which are let down from the ship, they receive true and correct reports of conventions, speeches and sermons and by means of the 'Telsa' method of telegraphy these reports are telegraphed to the observatory in Japan and there recorded, for which purpose a vast number of clerks are employed. Almost every one has read of 'Telsa' and his wonderful discoveries, Telsa is a native of Asia, who came to this country some years ago and who has announced the most wonderful electrical discoveries, among which is the method of sending dispatches through the air without wires. The captain of this air ship informed us that this method of sending messages was known in India many thousands of years ago and is one of the lost arts that within the last few years has been regained by the learned men in the Japanese observatory and that Telsa is not entitled to the credit of the discovery, that he got the secrets from Japanese scientists.

"The principal debates in our Congress are thus telegraphed to Japan, also the debates in the congresses and parliaments of all nations. Not only this, but much of the proceedings of our state legislatures are thus dispatched to this observatory. When asked if anything had been sent from our Minnesota legislature, he laughed and said, 'not much', that they had shadowed the state house in St. Paul for several days, but found the legislature to be about the 'rumest' public body they had yet reported, according to their own debater, corruption and incompetency were the order of the day. Every one of the party spoke in the highest terms of America, of its vast resources and energy, but seemed to be of the opinion that general intelligence was not as general here as in Japan. It is impossible for us to give all their conversation, which it will be seen was very interesting. They spoke in eloquent terms of their own country and of its wonderful progresses, and of the prosperous and happy conditions of its people. There are no bank failures there and neither millionaires, paupers nor beggars.

"Since leaving Japan, they have not touched the earth except at the Lick Observatory in California and here. They carry everything with them that they need. Their food is highly concentrated and sealed in small silver cans, such food as long experience has shown to be the best adapted to insure health and strength. After an hour's conversation they bade us good night and very quickly were lost to sight. They showed us the wonderful mechanism of their ship, how they kept warm and did everything by means of electricity. To give an account of all of which, would far exceed our space. These Japanese gentlemen showed themselves to be refined and educated to a very high degree. Our citizens were pleased and delighted and this visit has been almost the sole subject of conversation ever since. Judge Alley in particular, was so much pleased with their account of their own country that he has announced his intention of going to Japan if he is not appointed Judge of the new Judicial District."

16.)

The Des Moines (IA) Iowa State Register of April 15, 1897, printed the following dispatch:
 "Audubon, April 14.-Special:-At 110:59 last night, as our city marshall [Nate Carper] was going home (we don't know where he had been), he was hailed by Mr. 'Clinton' Steinsman, of the Omaha invention, thus: 'Say, pard, can you tell me where I can get at empty building I can get in the balance of the night?' 'Yes, the C. R. I. & P. Co. has an empty engine house here you can get in.' Our marshall opened the door and it suited Mr. 'Clinton.' Our marshall had a long talk with Mr. 'Clinton' in regard to the free advertising he is getting. He said that John Butler, from Rhodes, had either been drinking or else he wanted to hurt his reputation in what he said about going down in the C. M. & St. Paul reservoir. He says, 'Of course, I stopped there to get water.' Anyone wanting to see this machine can see it by going to Audubon to-day. Mr. 'Clinton' will descend at 6 p.m. today. Or any inquiries will be cheerfully answered by addressing City Marshall, Audubon, Iowa."

17.)

The airship that has attracted great attention throughout the country was seen in Ossian last night by several different moving along slowly and wafting wobbling up and down. The ship had on board several passengers all being small in size, well dressed, and busily engaged in looking after the strange craft. The captain told a Bee reporter, he was investigating bank failure in this country in order to make a report to his superiors inhabiting Jupiter Pluvius and would remain in Winneshiek County one day. He is anxious to get the present address of the bank examiners and desires to interview the president. He speaks in broken English and his demeanour is that of a military man.

-From the Bee of Ossian, Ia., April 15, 1897

18.)

The Cedar Rapids (IA) Gazette of April 14, 1897, reported that "The thing landed on the top of the new Union Passenger station at about 4:30 this morning. Charley Jordan, one of the chief push at that place, has made an affidavit that he heard it strike, and when Charley says anything you can depend upon its being true. He had never told but a few lies in his life and when he did it was always about something of importance.

"Milt Campbell, the train crier, declares he saw marks of the ship on the building and displayed to quite a crowd this forenoon a number of pieces of metal, rubber and other articles which he claims came from the ship. It is claimed that the ship was made largely of aluminum, and that the main chamber contained seventeen thousand cubic feet of natural gas. It was made in Indiana where the air pressure was the strongest and the thing pumped full. All the parts of the airship are hollow and are filled with gas. It is so arranged that if any portion of it breaks, there is a check valve that stops the escape of gas. It is understood a number of apartments were broken while the boys were up.

"It is reported that a number of the boys who started with the machine either died from fright or were thrown out for disloyalty, and the only ones who admitted that they came down with the concern are W. R. Boyd, editor of the Republican, Alex. Charles, postmaster; Sherman, of the Saturday Record; Jim Plumb and Elias Doty. It is understood that Brother Boyd was trying to get up as high as possible to learn all he could in regard to the condition of postoffice affairs here, and one of his reporters claims he has the dead cinch on that job any time he cares to make a kick about the present arrangement.

"One of the party who landed in safety claims they took Elias Doty up simply to see how far a chump could fall without killing him, and after the matter was explained to Doty he declared he would far rather admit that a short fall would kill him than to take the chances of a higher one.

"Sherman took along a large number of circulars and distributed them every night to the multitudes who were rubbernecking after the airship. The circulars called attention to the Easter Record.

"Alex. Charles, the postmaster, went up as an invited guest, but he says that he is ready now to deliver a lecture on hell. He refused to be interviewed, declaring that it would be of no benefit to him to tell his experience, and he did not desire to distress some of his friends, who might some time experience what he had passed through.