

"The members of the party were so frightened after their long journey having been up nearly two weeks, traveling nearly two million miles, according to their aerial pedometer that they were not in shape to give the full and most interesting details concerning the trip.

"They say that many features of the trip were very delightful, and they will more fully describe them later. Alex. Charles was even pleased with what he learned about hell.

"We have been promised the advanced sheet of the reports of these scientific gentlemen at an early date and they will no doubt be full of interest."

19.)

The Rolfe (IA) Revielle of April 15, 1897, printed an extremely long article concerning the experience of a G. McSnort. Being unable to sleep, he went for a walk at 0200 on April 14th. He saw a rabbit and went back in for his rifle. He chased the rabbit in the moonlight for awhile. Suddenly the moonlight got brighter and the rabbit stood on its hind legs, stiff as a poker. He raised his rifle but did not shoot. He heard the "swish as of the wings of a thousand geese" and saw a bright light approaching from the southeast. As it got closer, three legs, 20 feet long, one behind and two in front swung down and it landed 50 feet away. "My fright rather ebbed away, but I must have been daft, for I raced over to it and tried to walk up through the air to the body of the machine.

"Why didn't you shoot the rabbit, and where did you learn that dance?" said a voice. Then a folding ladder dropped down and the speaker quickly descended."

The man said that his companion had a terrible toothache, gave McSnort a prescription, and told him to go and have it filled. McSnort ran to town, woke the druggist, and returned with a "4 per cent solution of cocaine." The man grabbed the medicine and quickly ran up into the ship. The craft was bird shaped and the "wings were partly folded or slid together, so I could not tell much about them; but there were no cigar shaped balloons above as has been reported. The body seemed about twelve or fifteen feet across and thirty feet long, with lighter framework extending outward from it."

The man returned and said the medicine helped his companion. As a reward, McSnort was offered a ride in the ship which he accepted. He went aboard and found that the companion was the man's wife, Mrs. Ecks. He was asked where he would like to go and he said Des Moines. "They touched some switches, the rear leg swung up till the machine tilted at an easy angle, the wings spread, the propellers began to revolve, and we rose grandly, the searchlight shining out ahead." He was told that he was the only other person who has been on the ship. "They may have seen us sailing by, but this is the only time we have touched the earth except at our own quarters. There is no need of asking you if you are curious about the ship; you cannot help being. We call her the Madge Narey. She is about fifty feet long over all and nearly a hundred from tip to tip of the wings or sails. There are six propellers, one at each end and two on each side. The wings are modeled after those of a certain large bird; their up and down motion is very slight, the principal object being to support and balance the apparatus. The framework is of steel and aluminum, and there is some bamboo in this car, which is six by ten feet. The wings are of silk of the very best quality and their cost alone would buy a small Iowa farm. You saw the legs, of course, but did you notice the feet or bumpers? The legs are of nickel steel tubing like that used in high grade bicycles, only larger, and the feet are pneumatic pads about the size of a bucket." They went on to say that they could do a little walking with the legs and they folded up under the ship in flight. When taking off, the rear leg was drawn upward slowly until the ship was tilted upward. The man said he had been working on the ship for 10 years and that he started when he was 20. They flew over Des Moines and Fort Dodge, then returned McSnort to Rolfe. They left to the east. They said that they could have it in Washington and patent it, but they enjoyed mystifying the people and did not want to end the fun.

20.)

The Benton (WI) Mining Times of April 15, 1897, reported that the airship was seen maneuvering over the city about midnight on the 14th. It circled and left toward Buncombe. A few minutes later, it returned and seemed to land at Swindler's Ridge, to the north of town. A posse was formed and they went to the spot.

"Arriving on the spot they beheld the object of their dreams, a wonderfully constructed piece of machinery riding at anchor as easily as any fowl of the air. The ship was about 50 feet in the air and

anchored for and aft with heavy chemical anchors, and a rope ladder leading from the ship to the ground, the lights which were electrical apparatus, were extinguished when the machine was brought to rest. After calling on the occupants in the name of the state of Wisconsin to surrender, Marshall Blades and two or three trusty lieutenants, mounted the ladder as easily as they used to climb out of a hundred foot shaft. On reaching the gunwale of the ship they were met by the captain and other men of the ship, who had them covered with a new side lever repeating electric infernal dynamite contrivance, and demanded their business. Blades called on him to surrender and submit to an examination on the grounds that the ship was a Cuban filibuster. This provoked a prolonged howl and laugh from the captain and crew of the airship.

"Lights were stuck and the visitors duly received on board by the Captain who was none other than the famous dowser and discoverer, William Alexander (Rickety Bill) Billy said that he had conceived of the idea of building the ship while flitting it across the country to the Platte and then he had called into his service the famous electrician Geo. E. Duval who had supplied the ship with electrical appliances. Bill informed them he was working on the ship in his cave up the country for six months, and three weeks ago he was ready for action and then brought his machine out of the cave and procured the services of a good pilot and navigator, Tom Hunter, and set sail during the night to try the invention."

"After giving a narrative account of his wonderful travels, he informed the visitors of the workings methods of the ship, Jim Looney expressed a wish that the workings of the machine might be explained, Mr. Alexander readily complied and led the party to the electrical room where he gave an accurate and exhaustive explanation of the motive power. He said, Molecular disintegration is the primary generator of the vibratory phenomenon. The pulsory forces emanating from analitical action upon compound fluid and vapor coudation evolved etherial matter distinctive from oxidized, dyndydrogenated and nitrogenated components."

"Mr. Looney said, 'Yes, I have said that somewhat myself and it is very plain to an ordinary mind,' and if Bill would organize a stock company and capitalize the stock, he would buy a controlling interest in it at once, as he could readily see that it was a world beater."

"After giving this simple explanation of the motive power Mr. Alexander showed the party over the ship and introduced them to his crew. Gus Piquett was acting as steward and soon had a fine meal of air fritter, balloon cakes, rarefied bisquits, and aqua coffee, of which the party partook quite freely."

"After making a thorough examination being desirous of returning home, the party was lowered in a new vulcanized parachute and bidding good night to Capt. Alexander they returned home to report."

"The new ship will be on exhibition at the Benton baseball park next Sunday."

21.)

The Lansing (MI) State Republican of April 17, 1897, published the following:

"Notice--All people desirous of taking a ride on the airship, are requested to leave their names with H. H. Cooley, who will manage the Easter excursion. Accomodation for 70 people. The ship will leave the dome of the capitol at 11:19 o'clock tonight, and, if it is not too foggy, the intention is to sail to London, attend Easter services at St. Paul's cathedral, dine at the St. James hotel and back to Lansing in time for business Monday morning. Bring your mackintosh, for it's raining in London. Fare for the round trip, \$1.37."

"AIRSHIP TICKETS FOR SALE HERE."

"This rather statling announcement was posted conspicuously in the windows of H. R. Cooley's office at the Hotel Downey last evening. In response to an inquiry Mr. Cooley stated that the proposed excursion would start from the dome of the capitol this evening. He claims to have made special arrangements with the owners of the mysterious craft for a moonlight excursion. As evidence of his good faith he offered to introduce a Republican reporter to the official in charge of the airship and the offer was gladly accepted."

"I'll tell you," said Mr. Cooley, 'you be around at 3 o'clock in the morning and we'll go and look him up. I have made arrangements for the ship to land on the waterworks standoipe.'

"The clock in the city hall struck 3 just as the reporter, who was waiting in a doorway on the east side, saw a light appear over near the Grand Trunk depot. It grew brighter as the ship

approached, and as the strange visitor slowed down to land on the standpipe, it was seen that a green and red light were carried on either side and a bright white light was run up to the masthead. After hovering over the landing place for a few minutes, the ship settled down, and the reporter, who was already half way up the standpipe, hustled on up to the top. When he reached the last step he found a ladder placed over the side, and up this he clambered on board the much talked of denizen of the atmosphere.

"He was cordially received and at a request was shown over the entire ship. The body of the craft is cigar shaped. On either side extend huge windlike aeroplanes, which serve to steady the ship when poised in midair. Similar planes are provided to guard against a tendency to tip sideways. The body of the craft is perhaps 150 feet in length, despite the tales of its being several thousand feet long. It does not differ materially in construction from the numerous conceptions of ships for aerial navigation, which have been conceived by other inventors, but its motive power is the secret of its success. Just what this was, the gentleman in charge refused to state, claiming that patents had not yet been secured. The reporter was shown into a cabin and was comfortably seated in an easy chair, cigars were lighted and the story of the ship and its travels was begun.

"To begin with," said the professor in charge, "I must ask, for family reasons, that my name be kept secret. I have worked for years on this craft, and at last have met with success. I started on this trip about two weeks ago from San Francisco, and in that time I have traversed much of the central United States. Yes, I have seen some strange sights and have enjoyed mystifying the public."

"Now, when I was in Kansas-but there, I suppose, you would rather have something local. What do I think of Michigan? It's a great state. I arrived in Michigan just after the Detroit election and am not much surprised to learn that my ship was taken for the ghost of Gov. Pingree's machine. It has been mistaken for everything from the end of the world to a circus advertisement."

"Now, when I landed in Michigan I expected to remain only a short time but things are coming my way. Say, you don't think there's any danger of Pingree making me trouble for having a monopoly, do you? No? I am not worrying any. The principal trouble I have had has been my crew. They insist on talking free silver, although I have insisted that we were above that, literally speaking. The other morning I spoke to one of them about it and he told me I needn't think because I had a little wind that I was the whole atmosphere. I want to get some good men. I hired my crew in Kansas and their whiskers interfere with navigation. Some wind up where we live, you know. The other day one of the crew got drunk. He claimed that he was full of balloon juice. Yes, there's trouble even in the air. I tried to tell my woes to one of the crew and he told me I was off the earth. In Kalamazoo they wanted to arrest me for vagrancy. They said I was hanging around without any visible means of support. The other night I took a high trip, just to get a little air, and one of the crew kicked. He said it was getting too thin. But say, let's come back to the excursion."

"Be sure and call at the Orphan's Home for Senator Thompson. Don't bring Don Sybrant Wessellus and I don't care to have Gov. Pingree along. He is flying high enough now. If you can get Bob Shank to go I will show him a thing or two about sailing. He won't find this craft any Polly Ann and the air is not Pine Lake."

"There is one thing I must insist on and that is that no strong drink comes on board tonight. If anyone should fall overboard I have no pneumatic life preserver to throw him. But I will show the crowd some high life though, 2,000 feet high at least. Now about the route mapped out. We will start east and will take in all the principal cities between here and the Atlantic. We won't stop at Buffalo because Niagara Falls. Well, anyhow. When we get to London you may hear wails, but don't get scared, it's only the prince. When we cross Ireland we may get Corked but by Dublinback we will escape. On arriving in Scotland I shall let Glasgow. I don't like the place anyhow. We will start home early in the morning and will be able to see when we cross the Atlantic, O, it'll be a great trip and tell all your friends not to overlook it. I think the rate for tickets very low considering the high old time we shall have."

"The reporter climbed over the side as fast as he could when the professor stopped long enough for him to get away, and as he hurried down the standpipe stairs, the professor yelled after him: 'Just tell them that you saw me, they won't believe the rest.'"

The following dispatch from Stephenville, Tx., dated April 17th appeared in the Dallas (TX) Morning News of April 19, 1897:

"This afternoon Mr. C. L. McIlhany, a prominent farmer who lives three miles down the Bosque from here, came into the News correspondent's office and before seating himself he said:

"I have found it."

"Found what?"

"Found the airship the Dallas News has been talking about. It's no joke. I discovered the ship on the ground early this morning. It was in charge of two men, one an engineer and the other a pilot. They had been compelled to come to the ground to make some repairs on the machinery. I at once came to Stephenville and reported my find."

"I got a large number of our citizens, who at once proceeded to the spot to view the aerial monster. Among those who viewed the wonderful machine were: Col. James U. Vincent, Eugene Moore of the Stephenville Empire, Mr. Charles Bassell of the Stephenville Journal, Judge W. W. Moores, Senator L. N. Frank, Mr. M. F. Martin, Dr. S. D. Naylor, Judge Thomas D. King, Mr. J. C. George, Dr. M. Day, J. H. Cage, S. Frank, W. P. Orr, Mayor of the City, James Collins, Mr. Lee Young, Dr. R. S. Cameron, Dr. J. H. Stewart, A. M. Borders, S. C. Buck, Hon. J. T. Daniel, ex-district attorney, Otho S. Houston and Hon. J. S. Straugham, district judge, and many other of our prominent citizens. The airship is very much as reported by The News heretofore."

"It consists of a cigar-shaped body about sixty feet in length, to which is attached two immense aeroplanes, and the motive power is an immense wheel at each end, in appearance much like a metallic windmill. It is driven by an immense electric engine, which derives its power from storage batteries. The crew consisted, as stated, of two men, who gave their names as S. E. Tillaan and A. E. Dolbear. They report that they have been making an experimental trip to comply with a contract with certain capitalists of New York, who are backing them. They are confident that they have achieved a great success and that in a short time the navigation of the air will be an assured fact. They refused to have their machine critically inspected and refused to talk further as to their plans for the future. They rapidly made the necessary repairs boarded the ship and, bidding adieu to the astonished crowd assembled, the ship rose gently into the air and sailed off in a southwesterly direction."

"If you don't believe me, just ask any one of these men who saw it. And say, I want you to tell the News about it. This is one time old Erath is ahead-the first place the airship has been seen to light. And say, what you reckon is going to happen with dynamiters get to riding in airships and dropping bombs down on folks and cities? Is this world ready for airships?"

"Without an answer Mr. McIlhany went forth to tell the news."

(Of some interest and incidental note, the following appeared in the New Orleans (LA) Times Democrat of April 21, 1897, reported that two men registered at the Grunwald Hotel on April 20th. They signed their names as "S. E. Tillaan and A. E. Dolbear.")

23.)

The same reference, The Dallas News of April 19th, printed the following dispatch from Waxahachie, Tx., dated April 18th:

"The News reporter has had an interview with Judge Love of this city concerning the mysterious airship, which has been puzzling the minds of many Texans. A rumor having gained currency that it had been seen by him, the News reporter called at his office in quest of further information. Judge Love said:

"Mr. Beatty and myself were on a fishing tour on Chambers creek near the mouth of Great House branch yesterday. The wind was in the north and we were having very little success. About 5:30 or 6 o'clock in the afternoon we decided to go further down the creek. About 600 yards from the mouth of Great House branch Mr. Beatty was slightly in advance, and I heard him say, 'My God, what is that?' When I struggled through the underbrush to him he pointed to the left and, there in a ravine, was a group of five peculiarly dressed men, and resting on the bank by them was a queer looking machine, which from the sketches and descriptions heretofore published in The News, we decided must be the airship. The men were taking their ease-stretched out full length on some furs-and they were smoking pipes. We, with some trepidation, advanced upon them; when they saw us they appeared somewhat disconcerted, but one of them in fairly good English called to us, 'Come on and join us.' We advanced

SOUTH NORTH POLE

85

and after mutual introductions had taken place, I asked if that was the famous airship. The man who had first called to us, and who appeared to be the leader of the party said, 'That is one of the airships; would you like to examine it?'

'The vessel or airship is thirty-two feet long and in the center is fourteen feet wide, sloping gradually toward each end like a Mexican cigar. It has three pairs of wings, each is like the wings of a bird. They are ribbed fore and aft, and are covered so that the stream of air can have its full lifting capacity somewhat after the manner of the wings of the kite sent up by Lanson in Rigby Park. The airship contained machinery by which the wings can be worked or flapped very rapidly and by means of a lever the ship can be turned in any direction or made to ascend or descend at the will of the helmsmen. This ship is fitted for the accommodation of its crew, containing bunks, cooking department, gasoline stove and other conveniences. We were told by the aerial navigators that the airship was capable of a speed of 250 miles an hour, but that its normal rate of speed was from 125 to 150 miles an hour.'

'On evincing a desire to hear whence they came and how long they had been navigating the air, their leader produced pipes and a sack of excellent tobacco and asked us to make ourselves comfortable while he proceeded to enlighten us.'

'We,' he said, 'live in the regions of the North Pole. Contrary to the general belief, there is a large body of land beyond the polar seas, containing about 250 square miles of territory. The first time this land was visited by human beings, so far as we know, was when the ten tribes of Israel found their way there after the captivity and dispersion of the Jews. According to tradition they were attempting to cross Bering straits and were carried by a floating iceberg and landed on the shores of North Pole Land. The climate there, while at that time cold, was prevented from being inhabitable by the influence of the gulf stream, which, after flowing for hundreds of miles many fathoms under the surface of the sea in that region, came to the surface and flows entirely around the continent of North Pole Land. You wonder how I speak English? Well, the polar expedition of Sir Hugh Willoughby in 1552, who, with his crew, was supposed to have been lost, as a matter of fact succeeded in reaching North Pole Land. The ship had been so wrecked and broken up by the voyage that Sir Willoughby and his crew were unwilling to risk a return trip, therefore they remained at North Pole Land. In the early part of 1846, Sir John Franklin's crew reached North Pole Land. Sir John having died near what is now called Lady Franklin Bay. Sir John's crew remained, as to return was impossible, the ship being crushed between two icebergs 100 miles from North Pole Land, to which they went in boats. In addition to the foregoing, various parties in the United States and Europe have from time to time reached this land in helpless condition.'

'How do you manage to live?'

'Well, we have a splendid country now. You know how buildings are heated by steam? Well, we have pipes through which steam is conveyed all over the inhabitable part of the country and the soil is kept at such a temperature that we can produce all the fruits of the temperate zone and some of the fruits of the tropics. The country is lighted by electricity during the six months night. We have no timber and no coal. Water, as you know, is composed of two parts of hydrogen and one part oxygen. The oxygen burns very rapidly, giving out great heat. Now, by means of a chemical process, we take an iceberg, separate the hydrogen from the oxygen and use the latter for fuel and lights. For lack of timber we can not build ships or trains, therefore we were led to the invention of the airship. We have been using the airships in North Pole Land for many years for local travel, but not until recently have we made the experiment of taking such trips as the one we are now on.'

'On the first day of January the Historical Society of North Pole Land decided to send out a number of airships throughout the United States and Europe. Twenty airships were ordered built expressly for the purpose with a capacity of five men each. On the 1st day of March, 1897, ten of these ships were started to Europe and the United States. We have guns and fishing tackle and the speed which we go enables us to take any game we can sight. By agreement, the ten airships in the United States will meet in Nashville, Tenn., to attend the Centennial Exposition on June 18 and 19 and the ships will be on exhibition for those two days free of charge. About 100 miles north of here we had to descend and saw one of your trains go by. They are very curious things, but go so slow. Now we must be going.'

'Judge Love continued:

"We then shook hands with the crew and they stepped into their ship, rose in the air and started toward Waco. The description of the ship I have given you is a very meager one, but you can all go to the Nashville exposition June 18 and 19 and see for yourselves."

24.)

The following appeared in the above reference:

"Greenville, Hunt Co., Tex., April 17.--(To The News.)--I have surely seen the airship. I saw it last night about 12 o'clock. I was walking across a field two miles south of town. I was in a meditative mood, and suddenly I was aroused by a brilliant light in front of me. I was dazzled by the light and frightened almost out of my senses. I should have left the place at once but my legs refused to move.

"As soon as I could recover a little I noticed that the lights had gone out and by the light of the moon I saw an immense cigar shaped vessel resting on the ground in front of me. I saw three men walk out of the vessel. Two of them went to work about the rigging of the ship. The other called to me and asked if I would mail some letters for him. This gave me courage to approach and talk with him. Having been at one time connected with a daily paper and by mere reportorial instinct I took out my pencil and paper. Seeing this the strange visitor said:

* "See here, young man, don't give this thing away. We are experimenting with this vessel. So far it is a success. We expect to revolutionize travel and transportation. We have seen a few copies of the daily newspapers and are very much amused and entertained at the accounts of the appearance of our ship. If you will promise on the square not to reveal what I tell you I will give you a little history of our adventures."

"At a little town in the interior of New York state I have worked for many years on my ship. About two weeks ago I started, accompanied by these two assistants, to make a trial trip. My intention at first was to make a very short trip. We started in the night to avoid being seen. Everything worked so well that I decided to keep going, and I soon found myself passing over the state of Indiana."

"We stopped in a secluded spot near a small railway station. I went into the town and procured a daily paper, which gave an account of my ship being seen. Since that time we have been passing from place to place at a rapid rate of speed. Occasionally, we stop near a town to get the newspapers. I am going home in a few days to improve my ship. I find some improvements necessary to perfect it. This trial trip has been most satisfactory. You will hear from me again in a short while, and then it will not be vague reports, but a full description of the modern wonder, the airship."

"I had a good opportunity to look at the exterior of the monster while its occupant was talking. It is much the shape of a cigar. The main body appeared to be about 30 feet long. Great wing shaped fans spread out on either side. At the front end was a large wheel much like the side wheels of a steamboat, but made of very light material. At the rear end was a fanlike projection like the tail of a fish. The whole was about 75 feet long. I asked my visitor to explain his ship, how it was propelled, etc. He simply replied:

"Electricity. Within are electrical machines, which furnish the motive power and the lights. When once in motion the wind operating on the large wheel in front like a windmill, keeps the ship in motion and but little electricity is needed. Now, young man, I can't tell you any more. Just wait and you will learn all about it. If you will mail these letters and not disclose the names and addresses and keep this all quiet for awhile, and will give me your name I will return soon and take you with me on a trip to Mexico or South America."

"I promised not to give him away. He and his assistants went inside, there was a flash of light, a sizzling noise, the monster rose gracefully and flew away in a northeast direction.

"I am in honor bound not to disclose the names and postoffice address of the letters. I deposited them in the Greenville postoffice that night.

"When my visitor returns and I leave with him for Mexico and South America I will write The News regularly.

"It is a grand invention, and I am fully convinced that in a short while we shall discard slow railroad trains and ocean steamers.

C. G. Williams."

25.)

The following appeared in the Fargo (ND) Sunday Argus of April 12, 1897:

"It was about half past nine o'clock last night and the Rounder was on a side street, having gone around the block to dodge a friend of whom he had borrowed \$1.50.

"Suddenly he felt himself grappled around the waist and drawn upward toward the sky. Objects on earth grew small, the lights dim and finally faded.

"The Rounder closed his eyes as he passed through the clouds. Visions of a Beautiful City passed before him and his ears strained for the first blast of Gabriel's trumpet.

"In a few moments he stopped ascending, and upon opening his eyes found himself in an air ship surrounded by a number of peculiar looking men-evidently populists. Each had a little bunch of whiskers on his chin, and each whisker of a different color. The Rounder afterwards learned it was the reflection of the tallow candles on these whiskers that emitted the strange and varied colored lights that have been mystifying the people of the entire northwest for weeks. The man with the red whiskers was apparently the 'head push.'

"The party was holding an animated conversation and were apparently greatly excited and displeased. From what the Rounder could learn they had been fishing for bull-heads in the Red river, and having accidentally changed their course slightly, the fish hooks had caught his clothes, and under the supposition they had captured a whale, he was drawn into the air ship. The proposition under discussion was the best method of getting rid of their unexpected visitor.

"The man with the yellow beard suggested they throw him out, and the man with the lilacs that they tie him to the screw propellor there to swing as a horrible example to the curious.

"The Rounder's brow began to grow moist, and cold shudders played tag up and down his spinal column.

"Captain Red Whiskers, with a majestic wave of his hand, threw all suggestions aside, and said: 'No, we shall kiss a cloth covered volume of The First Battle and swear by the beard of Billy Bryan that what he has seen shall ever remain locked in his inner innermost, beneath his chest protector.' And it was done.

"In consequence the Rounder is not able to disclose the air ship's mechanism. He feels at liberty, however, to state he learned it originated in Kansas, and is to be used by Candidate Bryan in making his campaign tour in 1900. The speed of the ship is about ten miles a minute, and the plan is to hover over each town while Mr. Bryan, through a speaking trumpet, orates to the multitude below. It is expected in this way that a personal appeal may be delivered to every voter in the United States.

"Just as they were lowering him to terra firma Reddy remarked to the Rounder that he was considering a proposition from Johnnie Haas to use his machine as a jag wagon, and that he might accept, for the time being."

26.)

LANDED.

The Big Hocus Focus, Known in Other
Localities as the Air Ship, Anchored
Here Saturday Night.

Other cities may boast of having citizens who have read, heard and even seen the great aerial monster known as the air ship, and others can boast of receiving communications from the inhabitants thereof, but not one have seemingly created a good impression upon the aerial navigator. When, Saturday evening (April 17), a shafting leading to the wheel by which the mammoth machine is propelled became out of order, the captain of the vessel began casting about him for a safe and suitable place to land and undergo repairs.

He viewed with a critical eye Anderson, Muncie, Marion, Kokomo, Tipton, Montpelier and all the lesser ports and finally sailed for the Buckle of the Gas Belt and landed in Elwood about ten o'clock Saturday night.

The big ship was anchored in the grove just northeast of the Elwood Iron Works. It was probably eleven o'clock when a stranger called at Jacob Loomis' room and asked to see him on important business. He was a rather stout, heavy built man, about thirty years of age, dark complexion, wore a mustache and was dressed in a sailor suit. He stated that he was the captain of the vessel that had

8

been sailing through the air and causing such a commotion among the inhabitants of this state for the past three weeks. He stated that the vessel was in need of some repairs and asked Mr. Loomis to get together a number of his men and go down to the works and accommodate him.

Mr. Loomis went with him to the grove, measured the shafting and at three o'clock in the morning had the repairs made and the machine ready to sail. Several men at the factory examined the vessel and it was universally agreed to be the simplest piece of mechanism capable of accomplishing aerial navigation conceivable. It was further agreed to keep the matter quiet and say nothing of having seen it, but it has leaked out, and it is further said that the boys at the iron works are working on a similar machine to be placed on exhibition at the Nashville centennial when completed. The boys refuse to give any description of the vessel, but the marks are still remaining on the trees in the grove where the vessel anchored.

-From the Labor Record of Elwood, In., April 20, 1897

27.)

This appeared in the Advocate of Buffalo, Ks., of April 23, 1897:

"The airship seems to have abandoned northern Kansas and is circling around over the southern part of the state. It accompanied a Missouri Pacific freight train in from Independence last Saturday (April 17) night. We interviewed the train crew in regard to the matter of election night, but they were not disposed to go into detail. The head brakeman avers that when it swooped down on them just this side of Independence, he just spread himself out on top of a boxcar till he was thinner than the paint on the car. The engineer seemed to be possessed with the idea that he had to make up for lost time just then, and the fireman only got a glimpse of the machine once in awhile as he heaved in a shovelfull of coal, but the brakeman says the fireman was so scared that the coal dust on his face was as white as chalk. The conductor and rear brakeman swapped tobacco with the crew of the airship and proudly exhibit a wine bottle that the head push of the airship gave them. They say that the ship was a cigar shaped concern, 67 feet and 4 inches long and 8 feet 7 inches through at its greatest diameter. It was built of aluminum, with silk sails for balancing and directing purposes, the lifting power being gas and the motive power electricity, which is applied to the propeller at the stern. It was built in Chicago and brought to Kansas to be tested, the steadiness of the air currents and the level surfaces of the country affording better opportunities for a trial trip than could be found elsewhere. The ship circled around the train like a hawk around a pack of young chickens and was raised to great heights or brought to the surface of the ground without any difficulty at all. Its evolutions were performed while hissing through the air at lightning speed. We are not at liberty to divulge the names of our informants, but will say that they are all men who are noted for their truth and veracity.-Osawatomi Graphic."

28.)

The Evening Herald of Oskaloosa, Ia., of April 16, 1897, reported that a strange light had been seen there on the night of April 15th. It was very low in the south and veered west. When it appeared to be circling the city, a Herald reporter mounted a horse and gave chase. "It was in fairly plain view then and appeared to be a long cigar shaped balloon supplemented by wings which aerial navigators denominate aeroplanes. Underneath was swung a car containing some sort of engine which moved a series of propeller wheels.

"The whole rig appeared to be in a rickety condition and it swayed heavily as if the gas was out of the balloon part.

"There were several men in the car, and they were running around as if excited. One of them had an anchor out and was lowering it, presumably looking for a good place to light.

"As they came up slowly, the Herald man hailed them and asked them where they were going. They shouted down they were going to Marshalltown to hold an air ship convention. He said air ships from all over the country would be in attendance. Marshalltown, he said, was getting an international reputation as a convention city-for wind. Iowa couldn't hold a convention satisfactorily unless it went to Marshalltown.

"Say, if our gas gives out!' he shouted down, 'do you suppose that General Manager Anderson of the Central will take us up?'

"Anderson?" queried the scribe, as, driving along so rapidly to keep up, he thought he might have misunderstood.

"Why yes, isn't L. J. Anderson manager of the Iowa Central now?"

"How long have you been out?"

"Bout two weeks."

"Can't you light and let a fellow look over your outfit?"

"No. Under contract to let nobody examine us till we meet some investors at Marshalltown."

"The old machine was working slower, and sagging closer to the ground. The glory of bringing the monster to earth weighed heavily on the reporter and he resolved to force the issue. He pulled a gun and threatened to shoot a hole through the gas bag, when suddenly a rifle shot knocked the gun out of his hand, and a fusillade of shots and missiles of all descriptions rattled down on the luckless newspaperman, and some heavy ballast was thrown out, the ship rose in the air and sailed majestically away."

"The rig was badly damaged and the horse scared, but the outfit got back to town. If any one doubts the narrative they can see some of the missiles, an old brick, a lot of rocks, one of which weighed nearly 50 pounds, at the Herald office."

29.)

Last Monday (April 19) night Charley Conklin and Charley Gaylord were "running" their trot line a short distance above Big Rock. They had just come to shore on this side of the river when they were accosted by a stranger who had come down to the bank while they were in the middle of the river. Coming into the glare of their lantern they were enabled to see him to good advantage and describe him as being above the medium height, of dark complexion, well dressed in a neat suit of gray, cap of the same material and patent leathers.

The stranger asked them if they would sell him a mess of fish, saying that with a party of friends he was crossing over in an airship and had alighted a short distance away to obtain provisions. The boys readily parted with the fish, receiving a good round price for them, and accompanied him to a point near what is known as the "Big Spring," a quarter of a mile below the fairgrounds.

On approaching this spot they were halted by a sentinel who covered them with a rifle until their companions gave a password, when they were allowed to proceed. Although the headlight was extinguished, they were enabled to make out the outline of the vessel, and describe it as resembling a balloon in the particular that above the car was suspended a huge cigar shaped bag, partially inflated. In addition to this, the lifting power was augmented by large wings extending from the sides of the ship. In the rear was a huge fan like propellor. The vessel was not flat on the ground, but rested on standards. Two men were moving about on the deck as they approached, one of them ace at a word from their guide and received the fish, which he took on board. The men were all dressed alike.

Their companion, who seemed to be in command, then proceeded to give them an idea of the general construction of the ship. They were allowed to examine the exterior, actually touching it. He explained that the car, or ship proper, which was about 60 feet long and 10 or 15 wide, was constructed entirely of aluminum, being built after the lines of a yacht. The framework of the wings was of the same metal, covered with a material of his own invention, resembling silk in weight but fully ten times stronger.

They were not allowed to go aboard the ship, the captain explaining that the motive power was supplied by an instrument so delicate in construction that they might accidentally injure it. He was probably "coddling" the boys about the motor, wishing to preserve an air of mystery about the interior arrangements of the ship. He further disclosed the fact that they were en route to Greece for the purpose of acting as war correspondents. The vessel, he stated, had, at repeated trials, averaged in speed 100 miles an hour for ten hours. He told them that they were then going to the vicinity of Columbus, where an agent would supply them with canned provisions for their long cruise, returning on Wednesday evening to take on water, after which they would immediately start for Europe.

The boys were now conducted back to the river bank, where they remained watching for the ship to rise. They failed to see it, however, until high in the heavens, when the headlight was turned on and

a northwesterly course taken. The boys agreed not to mention their experience, fearing that their veracity might be questioned. On Wednesday night they did very little fishing, keeping a watch on the northwestern horizon for the return of their strange visitors, and finally their vigilance was rewarded by the appearance of a bright light in that quarter of the heavens, rapidly approaching. It came nearer and nearer and finally hovered almost over their heads, at an altitude of about 1,000 feet. The powerful searchlight was turned on the ground below and the ship was lowered slowly, finally resting near the place of the former landing. Their friend of the previous visit again came down to the river bank, purchased their catch of fish and conducted them pass the same sentry to the air ship, where they were put to work carrying water from the spring, one of the crew taking the buckets at the side of the deck and carrying them aboard. When the work was completed, after being handsomely paid for their trouble, they were conducted to a safe distance and the strange vessel arose as before and started on a course due east.

Although the boys had agreed not to divulge their secret, they could not be expected to "hold in" long, and young Gaylord told the story in Mr. George Davis's barber shop a day or two later. His tale was received with jeers of incredulity, and he has not since been induced to say much about it.

A Herald reporter, hearing of the story, paid him a visit on the first of the week and finally succeeded in eliciting from him in substance the foregoing statement. Conklin was also interviewed, and gave the same story without material variation.

-From the Herald of McConnelsville, O., April 28, 1897

30.)

According to the Bryan (TX) Daily Eagle of April 20, 1897, J. G. Minkert, Dr. Chas. Edge, and Dick Jones saw a strange light during the night of the 19th. It approached from the south and was soon near enough that they could discern a cigar shaped body which had windows or openings through which a pale light issued, great wings on the sides, and a fan shaped rudder. When it became evident that it was descending, they proceeded in that direction. "Over the hill and out of town they went, and discovered, in the Claude Mitchell pasture, what at first seemed a great ocean vessel sitting on dry land, a hundred miles from deep water-with great wing like sails folded up, an immense tail, a great wing or rudder underneath, but not touching ground, the vessel being supported upon great pillars projecting down from its sides. Streaming from many windows was a pale light, while the great light in front was turned off. Around the cigar-shaped body of the ship extended a deck or platform, and walking about on this were discerned numerous people, while inside and up among the sails, workmen were busy making repairs.

"Our young men realized that they were in the presence of the famous airship, and longed for J. W. Leigh to see it, so he could have a tale to tell, sure enough.

"The question of drawing near or retreating was discussed.

"Dr. Edge remembered that he had left his door open. Jones thought it was time for him to retire, as he seldom keeps late hours, while Minkert feared he would catch a cold in his jaw. So they hesitated. But they circled round, and gradually got nearer. Presently, without warning, the searchlight flashed out like lightning, and they were caught. Blinded by its brilliance, they fell over each other into a mud hole, and crawling out found themselves 'taken in' by a small squad of engineers, and dragged up to the monster of the upper regions. They really found no cause for fear, however, and now began to see sights indeed. A man who could talk English was summoned from the cabin and came out to talk and exchange neighborhood news, as it were, and do the honors of the ship.

"They now found that a party of English millionaires and French scientists had built this strange craft and three more like it, and were taking a cruise around the world, having kept the secret of their enterprise for the novelty of the thing...The motive power of the machine was electricity, of course, and the searchlight was a 20,000 candle-power electric light. Taken aboard, they were being shown the sights when Jones asked, with considerable anxiety, how long they were scheduled to stop in Bryan.

"We are now ready to move," said the engineer.

"Then a wild scramble for the outside was made by the Bryan delegates, but the aerial navigators were not ready for them to go. Besides inventors and electricians, there were professors or more occult sciences on board. Prof. Svenboydgollybros was summoned and with a wave of the hand, they were

put to sleep. They were then told to open their eyes and watch the proceedings. The button was pressed; the fifty thousand horse power engine began to work; the great wings began to stir; the crew of pilots grappled their steering apparatus; the familiar scenes of earth faded from view, one of the boys swallowed a Taylor & Cox drink check as he caught his breath after looking out, the ship was pointed toward the north star and was bidding farewell to earth and things earthly when the professor of hypnotism snapped his fingers, sounding like a gunshot in a graveyard. Then the spell changed, and the boys turned and looked at the crowd. They were sitting by a table in the Kandy Kitchen (Bryan headquarters for airship news) while a party of Bryan amateur hypnotists were laughing at them, and the Flying Dutchman of the skies sailed on."

31.)

The Houston (TX) Post of April 21, 1897, printed the following dispatch from Beaumont, Tx., dated April 20:

"Mr. J. R. Ligon, local agent for the Magnolia brewery of Houston, this afternoon informs the Post correspondent that the airship visited Beaumont Monday (April 19) night, and that he not only saw the flying machine, but he had a chance to inspect it from the outside and conversed with one of the men who was traveling in it. 'I and my son Charley drove home at 11 o'clock Monday night' said Mr. Ligon, 'and were unhitching the horse when we saw lights in the Johnson pasture, a few hundred yards distant. We went over to investigate and discovered four men moving around a large dark object, and when I hailed them they answered and asked if they could get some water. I told them that they could. They came to my house, each bringing two buckets, after filling them, started to return. I accosted one of the men and he told me his name was Wilson and that he and his companions were traveling in a flying machine. They were returning from a trip out on the gulf and were now headed toward Iowa, where the airship was built.'

"Mr. Ligon says he accompanied the men to the ship, and describes it as being 136 feet long and 20 feet wide. It was propelled by four large wings, two on either side, and steered by propellers attached to the bow and stern, electricity being the power used. The hull of the ship is made of steel and contains apartments into which compressed air is pumped when the ship is in action. The ship carries a water ballast that is pumped to the bow when it is desired to bring the vessel to the earth and to the stern when the course is skyward. Mr. Ligon says the workings of the ship were thus described to him by the man Wilson, who also stated that this ship was only one of five that had been built in a quiet Iowa village."

32.)

The Knoxville (TN) Tribune of April 20, 1897, reported that between 3 and 4 o'clock in the afternoon of April 19th, many saw the airship. It was generally described as being like an eagle with its wings stretched. Many people gathered on top of the city hall including Chief Atkins and Comptroller McMillan. It soon reached a point directly over the city hall and began to descend. "In nine seconds, it had anchored 30 feet above the belfry within speaking distance.

"The chief and comptroller were all eyes. In conversation with a reporter Chief Atkins described the strange visitor as follows:

"The larger portion of the ship consisted of a thin shell of bright white metal about 100 feet in length by 30 in diameter, running to a point at each end. A tubular rib extends along each side and from this is suspended a framework carrying the machinery, with enclosed compartments for passengers or crew.

"Its engines were of a strange and unknown construction, but were probably run by Nitro-glycerine automatically fed and ignited by electricity. Screw propellers above and at each end and horizontal sails or wings at each side seen with the buoyant skill to combine all the principles of sea and air navigation. An estimate of the weight of the concern would be about 4,000 pounds. A simple calculation gives the buoyant capacity of the shell to be 6,000 pounds, allowing, say, 2,000 pounds burden or ballast. No ballast, however, is necessary, as the shell is made in two sections, one sliding in the other like the parts of a quinine capsule, reducing or increasing the capacity of the cylinder by means of a horizontal screw shaft extending from end to end and operated by the engine below. As may be surmised, gas is not depended upon for buoyancy, but simply vacuum. Though hydrogen gas is lighter

than air, it still weighs something, while vacuum does not. A little gas, though, may have been carried to help counteract the external air pressure on the shell.

→ "From the captain Chief Atkins learned that the ship was one of a big fleet of airships now on their way to Cuba.

"The fleet is in command of Julio Sanguilly, who was recently released from a Spanish prison, and all are heavily armed. A number of local Cuban sympathizers were taken up in Louisville by the fleet in a dispatch boat attached to the flagship, Gomez, yesterday morning, and other stops will be made for volunteers at Jacksonville and Key West. The tonnage of the ships range from 250 to 2,500, and each one carries in addition to her crew a large number of American volunteers, who are going to Cuba to join the insurgent army.

"A rope ladder was thrown from the ship, 'White Wings,' to the roof to the city hall, and the chief and a number of others went aboard on a trip of inspection.

"The ship floated easily and gracefully in the air, about a mile and a half above the earth, and at night, when lighted by millions of tiny electric globes, it presented an appearance of unusual beauty.

"The ship tarried but a few moments and sailed away."

33.)

The St. Louis (MO) Star of April 20, 1897, printed a dispatch from Greenfield, Ill., dated April 20th which stated that Postmaster M. S. Sisson saw the airship at Taylor Creek, 3 miles from the city. His dog suddenly ran up to him and crouched at his feet as though in abject terror. He tried to drive the dog away, but he could not. "Presently, he heard a noise which seemed to come from above, and looking upward and to the northwest he beheld the airship approaching him. It was about 100 feet from the ground, but was not traveling very rapidly.

"He thought that he could see someone standing at the bow, and when it grew nearer, he could distinctly see a lady standing on what seemed to be a step in front. She held in her hand a pole, on the end of which was a net; but presently could not at first understand what she was doing with this net, but presently he saw several pigeons flying in front of the ship. As the ship could easily travel faster than the pigeons, it would simply run up behind them, and the lady would reach out with the net and scoop them in. She caught six birds while he was watching her, and did it easily and gracefully. Mr. Sisson was discovered by the people on board, and immediately the speed of the ship was increased and it rapidly rose to a great height. It passed about 100 feet above him, and by its close proximity he was enabled to get a very good view of it. It was about 100 feet in length and about fifteen feet in diameter at its largest point. Its depth was probably twenty-five feet. It looked as if it was made of metal, and around its sides there was a walk or deck, which was protected by a kind of railing or network.

"Near the top were wings projecting on either side. The wings were about twenty feet in width and reached nearly the entire length of the ship.

"The wings are so arranged that the front of them can be raised or lowered at the pleasure of the pilot, but otherwise they are stationary. When it is desired to raise the ship, the front ends of the wings are raised to about an angle of thirty degrees, and the great velocity of the ship in its forward motion raises it. On the top, just behind the pilot house, there was another device to assist in raising the vessel. It consisted of a large fan resembling a very large screw placed in a perpendicular position and revolved very rapidly. The motor power of this wonderful machine could not be discovered, it being inside.

"A partly written letter was picked up near Hagaman, about nine miles east of this place, that is supposed to have been dropped accidentally from the airship, and is in the possession of Mr. Thos. Bradburg. The printed letterhead reads 'Airship Co., Oakland, Cal.'

"The following is written on the torn sheet:

"We are having a delightful time and plenty to eat. Mollie's scheme for running down birds and catching them with a net works excellently; we feast daily upon pigeon pie."

"Since starting out we have greatly increased the velocity of the ship. The following figures will give some idea of the speed which we are now able to make: St. Louis, April 15, 8:30 p.m.; Chicago, same evening, 9:33; Kansas City, one hour and forty minutes later."

34.)

The following appeared in the Dallas (TX) Daily News of May 16, 1897, as a dispatch from Richmond, Tx., dated May 7th. It was essentially a letter from a man to Dr. D. H. Tucker, of Harles, Tx.. The writer of the letter died one week after writing it. The letter was mailed from Lake Charles, La., and dated April 20th. He wrote: "Yesterday (April 19), about noon, while driving country in a leisurely trot my eye encountered almost directly ahead a large object at a high elevation. It was so unlike anything I had ever seen that my gaze was instantly riveted upon it. It approached at a very rapid rate, and from the apparent size of a flour barrel, it rapidly developed into a ponderous affair, the sight of which was startling, to say the least of it. When about one half mile from me, it emitted an unearthly whistle, which terrified my horses so, that I was forced to jump to their heads. While struggling with them, I was thrown down and they broke and ran. When I arose, there, about 100 feet from me, was a huge something, settling rapidly, but easily to the ground, and a man was preparing to descend a rope ladder. The sight at first was so startling and the struggle with my team had so unnerved me, that it was several seconds before I could even estimate the size or distance of the strange affair. As soon as I recovered my senses, I instantly realized that it was the much talked of airship, which I, in common with nearly every one else, had set down as the creation of fancy, and imagination. As soon as the vessel's rope about reached the ground, the man came down the ladder, followed by another, both of whom came up to where I was standing and began to inquire if I were hurt and to apologize for the damage they had caused. I was so dazed that I could hardly speak at first, but I lost all interest in my team and assured them that I was not hurt, and then began to ask them questions. It was decidedly gratifying to find that they were plain, every-day Americans like myself, and they were very gentlemanly. They invited me to inspect their ship, as if it were an ordinary affair, and you can rest assured I did not wait for a second invitation, but climbed the ladder or gangway or whatever else it is called, that hung over the side.

"Now, let me assure you that I am not drawing on my imagination, but am giving you facts, as strange as they may seem, and as I write I read in a late Galveston News that others have seen this ship, but always in the night time and in so many different places that it seems a piece of fiction, whereas I saw it in the broad, open light of day, and spent over an hour talking with the inventor and owner.

"As I reached the deck, I was introduced to a Mr. Waters, who had the position of engineer. The two men who set me on the ground were Mr. Wilson, the owner, and Mr. Scott Warren, his friend. They also had a Mexican or Spaniard, who did the cooking, I suppose. We went into what might be termed the cabin, where we sat down a few minutes. This was a room probably 14 feet long by 8 feet wide. It was fitted up very prettily, something on the order of a smoking room on a Pullman sleeper. It had three reclining chairs screwed to the floor and cushioned seats on the sides and ends. Around a post in the center was a table with several field glasses and books in a bracket above it. There were a number of incandescent lamps about the walls and hanging from the ceiling, and I immediately concluded that the motive power of the ship was electricity and so expressed myself to Mr. Wilson. He said this was not the case, but that it was propelled and sustained by a gas which had the property of great compressibility under a slight pressure and a correspondingly great power of expansion. That he had invented a machine or rather engine that once started worked automatically and that one had only to attend to the governor which regulated speed. I was not prepared wholly to accept this explanation and intimated as much in my expression of astonishment, but I was convinced of it when he showed me the apparatus for generating the gas and the engine for utilizing it. Not being a practical mechanic, I can not enter into details of the engine's construction, but this much I was able to understand: That there was a receiver, made of aluminum (and of this metal the engine and everything connected with the ship so far as I saw was constructed), from which pipes passed to what appeared to me to be a square box, at each end of which was a cylinder with an exhaust chamber, in which worked a piston attached to a very singularly constructed driving wheel like the sprocket of a bicycle, except that there were four wheels, one within the other, and these Mr. Wilson called the accumulators. There were two sets of such wheels with a combined velocity surpassing anything heretofore constructed. By this peculiar arrangement of the wheel within a wheel, the balance of the centripetal and centrifugal forces was preserved in the presence of 65,000 revolutions a minute; that is, the velocity of revolutions in

these wheels would equal 65,000 revolutions of an ordinary wheel ten feet in diameter in one minute if such a thing were possible.

"My mouth, as well as my eyes, opened wide at this statement, but I presume the truth was told. I asked what the highest attainable rate of speed might be. Mr. Wilson said that he did not know exactly but that he had covered something over 1000 miles in eight hours and the indicator or 'speed dial,' as he called it, only registered 73 1/2 per cent of what he believed was the maximum speed of the ship. Though he admitted that the dial might not be accurate and the possible speed might be more or less.

"I was naturally curious to know by what means he generated sufficient gas to answer the purpose of a long voyage, but he sailed and said 'quite a number of people would like to know the same thing probably.' This is his secret and to test the practicability of which he is now traveling back and forth. He said that he had discovered it two years ago after many years of experimenting, and I judged from remarks dropped occasionally that his companion, Mr. Warren, had furnished the capital for the experiment. Mr. Wilson said, however, that the source of his gas supply was the air, which is passed through a condenser containing certain chemicals which possess the function of eliminating therefrom a gas known only to him. He did not know the chemical formula, he said, or whether it was simple or compound. All the machinery seemed very simple and did not occupy a greater space than five feet in length by four feet in width.

"To elevate or depress the ship while flying through the air a small wheel at the stern of the boat is operated. This wheel was something like that in a ship's pilot house but instead of having spokes there was an arrangement of magnets connected with wires to storage batteries. By passing the current over the tire of this wheel the operator was able to overcome gravity, thus elevating the ship. By passing the current in the opposite direction and under the tire the weight of the ship was increased and could sink like a shot to the earth, and by passing the currents in opposite directions at the same time the vessel would remain horizontal at any distance from the earth. What I thought was the anchor was simply the ladder which hung over the side.

"While I was on board it had a gentle swaying motion, which I imagine if much greater would produce seasickness. At the time we were not more than ten feet above the ground. The interior arrangement of the vessel is very neat and comfortable, though not expensively luxurious. The kitchen is a very small cuddy almost identically like that of a buffet car. The births are narrow but comfortable looking.

"To attempt to describe the ship in detail would be futile, as the whole thing was so suddenly sprung upon me that I was dazed. Mr. Wilson told me that currents of wind had little effect upon them, as by pressing a button at the wheel he could rise above or below antagonistic winds or storms. He said that he had never been higher than 2000 feet, as it affected the crew disagreeably, but that, as he had only been experimenting with his ship for about two weeks, he did not yet know which would be the most desirable or comfortable height at which to travel.

"He showed me the mechanical means by which the ship was propelled. At one end was a propeller (working on a shaft connected with the sprocket wheels) such as those on a tug boat, except that the blades of this ship's propeller were enormous, being ten feet in length. What I thought were sails were canvas wings used in steering, but Mr. Wilson stated that he was at work on a contrivance that would obliterate the necessity of using the sails. The length of the ship was 75 feet by 25 feet.

"Mr. Wilson said that his pantry was easily supplied with provisions at any time as he had only to drop down near a town and make his purchases.

"As to the cost of the concern, I could not ascertain as neither man seemed inclined to talk about that part of it, but Mr. Warren said that it was low enough to warrant the building of three of them as experiments. Each one was essentially different in some of the details and comparisons were being made as to the relative merits of each. They refused to state what point they started from or to give any information concerning their business, except as I have stated. They had a number of different newspapers containing accounts of the ship and they referred to them laughingly. Some of them, Mr. Warren said, were correct, but many of them were untrue. On account of the pleasant climate most of their journeys had been through Texas and Mexico. They did not know where the other ships were, but supposed they were in Mexico or Lower California and Arizona. They laughed heartily over some of the accounts of their being seen at so many different places at the same time, and gave as reason for not alighting at or near a city that they did not want to be subjected to the

annoyances, and I inferred that they had not yet secured all of their patents. As a reason for traveling almost entirely by night, Mr. Wilson stated that it was because they had not yet become accustomed to being in such dizzy heights, and they feared to see the distance below them. They are not aeronauts and do not claim to possess the nerves or coolness of that class of people.

"I learned that Mr. Wilson (though I doubt if that is his correct name) formerly lived in Fort Worth, but I do not remember to have ever seen him. He is apparently a young man and has the typical face of a genius or an inventor. He said that inside of two years their method of locomotion would be in general use throughout the world.

"These ships, he said, had been built according to plans at different places and had been put together at Mr. Warren's place, but he did not say where that was. At night a small but powerful search light was used to flash ahead or below. It was mounted on the forward deck, and near it was the air whistle which frightened my horses. This latter arrangement had just been gotten in working order and this was its first trial, and I must say it is the most diabolical arrangement I ever heard or saw.

"The inventor said that as soon as he could demonstrate satisfactorily the practicability of economically and safely operating his ships he and some capitalists would construct a line of air ships to be operated between New York and San Francisco and other points, and that it would not take long for the people to overcome their natural timidity in trusting their lives in such craft. So far they had met with but one slight accident, and that was to one of the sails or steering apparatus shortly after setting out on their journey. It amounted to very little, however, and only made it difficult to steer properly.

"They offered to take me up to an elevation so that I could see if my team was in sight, but I respectfully, but firmly, declined and told them goodbye, after promising that I would not make my observations immediately public. As soon as I reach Memphis, however, I shall write my experience up for the press, and I think I can set at rest all the mooted question as to the existence of a real air ship. I can say positively and emphatically that there is at least one, and it is a real, practical, tangible, reality, and though in time to come I will no doubt see much of them I can never again be affected as I was yesterday noon.

"I have told several people here of my experience, but as they treat it as a Munchausenism I have not made any particular effort to convince them of its truth, but I assure you that every word I have written is absolutely correct."

35.)

The following was taken from the Dallas (TX) Times-Herald of April 20, 1897,:

"Mr. Jeff Hightower, head man in D. M. Howard's New York store in Mineral Wells is in the city to-day. He says that at 4 o'clock this morning the airship landed on East mountain, and that a number of citizens of the Wells went up and talked to the men and inspected the ship from the outside. They were not permitted to enter the craft. The ship is shaped like a cigar, eighty feet long, with a paddle wheel at each end and on each side. They crew informed the citizens that they had sold the invention to a New York syndicate for big money provided they first made a trip from New York to Liverpool with it, and that before tackling the Atlantic they would make three or four successful trips between New York and San Francisco. They said they were having a lot of trouble holding the craft in a straight course, and their experiments to overcome this trouble were detaining them in the south west. The crew promised the citizens they would return and hover over the town at 10 o'clock to-night, which is the occasion of the opening of the Crazy Well. Mr. Hightower, whose name ought to make him an authority in matters of this kind, says there is no joke or jolly about the ship, that the best people in Mineral Wells saw the craft and conversed with the crew."

36.)

The following appeared in a letter to the Editor in the April 28, 1897, issue of the Moberly (MO) Daily Monitor:

"Editor Monitor-Since the first of this month I have been reading about an airship which has been floating about the heavens at will. On the night of April 24th, I'd learned by the Monitor, that one of those mysterious ships was reported by Mr. K. I. Ely as floating over the magic city on the 21st. I

think Mr. Ely is mistaken in regard to the night he saw the ship, or else there are more than one of those mysterious ships floating at will through space.

"On the night of the 15th inst., one was seen floating over the dome on Pike's Peak and on the 18th it appeared over Cripple Creek, then again on the 21st (the same night Mr. Ely reports seeing his) it was seen playing around in the close proximity to the top of the peak.

"This aroused a strong suspicion in the minds of the boys at the peak that perhaps it was some syndicate who had been driven by the Populist party or some insane Knights of Labor Organization from the face of the earth, and was prowling around the peak and Cripple Creek with the intention of bringing a whole colony of airships to the place and capture the cog-wheel railway, at the peak and the gold field of Cripple Creek. On the night of the 21st, the boys at Cripple Creek made an ascension with a balloon in order to capture the so-called 'ship.'

"They soon found the great airship to be nothing less than an unusually large two seated chair with the legs attached to the backs of four large trained birds which are of the variety of those we read about in the Seventh Voyage of Sinbad the Sailor.

"Our boys found sitting in the chair two small, well dressed educated men, and demanded of them what their business was.

"They said they were on a kind of a pleasure trip. 'Well, you will just go to Denver with us,' remarked one of our boys. But they refused to obey, and the fight ensued. This I reckon was the first, and perhaps the last, battle with firearms ever fought in the heavens; for they found the air so light that it would not hold a bullet long enough for it to reach the contending parties.

"Our boys finally succeeded in throwing a lasso over one of the bird's heads, and then let the gas out of the balloon. This brought the little strangers to time, and they soon made an unconditional surrender. Our boys climbed into the chair and it was not long until the little fellows were headed for Denver.

"They are what might be probably called red men, and belong to a race inhabiting an island situated in the South Pacific Ocean called Damoly. Their names are, well, I will not tell you now, feel you will take lockjaw trying to pronounce them. Their skins are as red as blood and their hair hangs down their backs and looks like a great sheet of blood. Their eyes shine like electric light and they can see by night as well as by day. No wonder that the ship is so lighted up by night.

"Now I shall not try to describe the birds, for I know you will all come out and see the great wonder. They will stay here as long as the excitement lasts and the people's curiosity is growing every day. Over 10,000 persons came in on the trains today to see the redmen and the birds sailing around over the city.

"If you should see anyone who is contemplating coming to the exhibition, tell them to bring a few barrels of coconuts and also a few crates of bananas to feed the birds. You can pay your way with them, as they are in great demand.

"I shall close for the present in hope of seeing you all at our exhibition.

"Yours Respectively,

"R. Suppe"

37.)

The Harrisburg (AK) Modern News of April 23, 1897, reported that Ex-Senator Harris was awoken by a noise at 0100 during the night of April 21st. He saw an object approach and land a short distance away. "Mr. Harris says there was an elderly man, a woman, and two young men on board. The old gentleman wore a heavy set of dark, silken whiskers, which hung down near his waist. He had jet black eyes and a deep, firm expression. Mr. Harris said he walked out a little nearer and hailed the old gentleman. The old man seemed a little surprised when he spoke, not expecting to see any one out at that hour of night, but he spoke pleasantly, and after taking on a supply of fresh well water, he said:

"Well, you seem to be a very clever man, and if you will promise not to divulge my secret in a way to do me harm I will tell you the whole story, except how the effect is produced."

"After receiving satisfactory assurance, he continued:

"-----you remember about 26 years [ago], what is now called the St. Louis Republic was then the St. [-----]. It changed to Re-----[-----] and later to the Re-----[-----], about 26 years ago[-----] was, the St. Louis Times [-----] exclusively, an account of a scientific invention made

by a gentleman, whose name I will not mention, by which the laws of gravitation were entirely and completely suspended. He was offered big sums of money for it by several syndicates in this country, and also had large offers from parties at Paris, London, and many other places. During the time he was considering these offers he had the invention securely locked in a safety deposit vault in New York City. Before he had accepted any of the offers, he was taken violently ill, and after lingering a few weeks died, leaving his invention in the vault. This man was my uncle and he had partially confided the secret to me, but not sufficiently for me to do anything without the original invention. After the lapse of about 19 years, I managed to secure the original, and having plenty of money at my disposal and having devoted my time and talent during the past seven years to experimenting I have an airship which is almost perfection, but I am not quite through experimenting, and so I continue to travel at night to keep from being detected. I will make an attempt to visit the planet Mars before I put the airship on public exhibition. Weight is no object to me. I suspend all gravitation by placing a small wire around an object. You see I have a 4 ton improved Hotchkiss gun on board, besides about ten tons of ammunition. I was making preparations to go over to Cuba and kill out the Spanish army if hostilities had not ceased, but now my plans are changed and I may go to the aid of the Armenians. To use this improved gun we only have to pour the cartridges into a hopper and press a button and it fires 63,000 times per minute. No, gravitation is not in my way. I place wires around this 4 ton gun and hold it out with one hand and take aim. Oh, I could place my anti-gravitation wire around the national capital building and take it by the dome and bring it over and set it down in Harrisburg as easy as I could an ink stand. Distance is almost overcome; why we came over the suburbs of Dallas at 12:10, less than an hour ago, and we have traveled very slowly. I could take breakfast here, do my shopping in Paris and be back here for dinner without inconvenience, as soon as I get my new propellers completed.

"He said he must be off before anyone else was disturbed and invited Mr. Harris to take a ride with him, but he kindly declined offer. He bade Mr. Harris adieu and floated up and drifted away to a place among the stars and in a few seconds was hid beyond the darkness of the night."

38.)

The Fort Worth (TX) Register of April 23, 1897, reported that on April 21st the airship was seen along the Denver road. It was the "airship 'Dauntless,' manned by Captain Nemo and crew."

"Charles West and Colonel Donaldson assert in the affidavit that they talked with Captain Nemo, who, it appears, had brought the machine to earth for repairs, and who made a confidant of them as to the objects and purposes of the expedition upon which he was on, and swore them to secrecy, threatening dire vengeance should they even breath his purpose, and so awed were they by the terrible captain that no amount of persuasion will induce them to betray his confidence.

"It is further said that it was because of their kindness to Captain Nemo that he imparted his secret to them."

39.)

The following appeared in the Daily Herald of Muncie, Ind., of April 22, 1897:

"Ed. C. Knupp, press agent and treasurer of the Walter L. Main circus has arranged for a decided hit. According to Mr. Knupp he has consummated a deal with Prof. Balaski who will bring his famous airship to the circus grounds at 6:30 o'clock this evening. In conversation with a Herald representative this morning Mr. Knupp said: 'This morning I received a telegram from Balaski stating that he had left Canada with his air ship and barring accident, would drop down in the circus lot at 6:30 o'clock. The professor is enroute south as he has a contract to exhibit his ship at the Tennessee centennial.'"

40.)

Last evening, soon after the storm began, a farmer living a few miles west of the city noticed in the sky something large and apparently with wings. In a short time, it came down quite low directly over the farmer's chicken yard and a man appeared and threw a line of some kind down into the yard. It caught a chicken and was hurriedly pulled back, chicken and all. As the "something" started to rise, a paper came fluttering down which upon examination was found to have written upon it as

follows: "I have been in this infernal airship several weeks and can not make the damned thing land on account of having broken some of the machinery. I am now entirely out of food hence was forced to catch one of your chickens; charge it and present your bill first of month."

The man in the airship had a wild, crazy appearance, wore a shaggy beard and was bare headed and had large, fierce looking eyes.

-From the Daily Tribune of Fremont, Nb., April 22, 1897

41.)

The Galveston (TX) Daily News of April 24, 1897, printed a dispatch from Conroe, Tx., dated April 23rd. The dispatch stated that three strangers came into town, on April 22nd, and said they were from San Francisco. They said they were sailing in an airship to Cuba via El Paso, Conroe, and New Orleans. Several of the townspeople declined an invitation to inspect the ship. About an hour after the strangers left, a strange bright light was seen to rise near the eastern horizon.

42.)

The following appeared in the Baird (TX) Star of April 23, 1897:

"One of our citizens, Mr. Fayette Jones, saw the wonderful air ship last night (April 22), and I thought his experience would be relished by all who know Fayette. He said he went out to his well and saw a huge monster alight near Mr. J. N. Rushing's, and he went over there to see what the thing was and on his arrival he saw a cigar shaped machine about 100 feet long, with wings on either side and a large wing or fan on the blunt or hind end. He said there were two men and one lady, the men were the prettiest men he ever seen, and the woman, beautiful was no name, she was magnificent, superb. She was sitting inside the air ship and everything was very fine, the furnishings were of a golden color and seemed like burnished gold. They said they were experimenting with the air ship and had been sent out by some New York people and were hunting curios for a museum. Hearing that Mr. Rushing was a gold bug they had stopped to see him, but were sorry to learn he was gone. 'Oh,' said Jones, 'I was a gold standard man myself.' They were so glad to hear him say so, he was the only one they had found since the election who would acknowledge he was, therefore he was the curio they were looking for, so they would take him along. They pulled him inside, shut the door, and rose from the earth at the rate of 100 miles per hour. Fayette became so frightened that he cried, prayed, begged and pleaded and told them that he did not want to go to Heaven yet, as he believed no gold bug would ever be fit to go there, they then agreed to let him go back home. They gradually eased down to the top of Mount Airy, let him out and he made good time from there to his home and says he is scared yet. His friends admit it, and say they are afraid he will never be the same jovial Fayette again. Should he recover he will not look like himself any more. PICK UP."

43.)

A dispatch from Josseland, Tx., dated April 24th and appearing in the Post of Houston, Tx., of April 26, 1897, stated the following:

"Mr. Frank Nichols, a prominent farmer living about two miles east of here, and a man of unquestioned veracity, was awakened night before last (April 22) near the hour of 12 by a whirring noise, similar to that made by machinery. Upon looking out he was startled upon beholding brilliant lights streaming from a ponderous vessel of strange proportions, which rested upon the ground in his cornfield.

"Having read the dispatches published in The Post of the noted aerial navigators, the truth at once flashed over him that he was one of the fortunate ones and with all the bravery of Priam at the seize of Troy, Mr. Nichols started out to investigate.

"Before reaching the strange midnight visitor he was accosted by two men with buckets, who asked permission to draw water from his well. Thinking he might be entertaining heavenly visitants instead of earthly mortals permission was readily granted.

"Mr. Nichols was kindly invited to accompany them to the ship. He conversed freely with the crew, composed of six or eight individuals about the ship. The machinery was so complicated that in his short interview he could gain no knowledge of its workings. However, one of the crew told him the problem of aerial navigation had been solved. The ship or car is built from a newly discovered

material that has the property of self-sustenance in the air, and the motive power is highly condensed electricity. He was informed that five of these ships were built at a small town in Iowa. Soon the invention will be given to the public. An immense stock company is now being formed and within the next year the machines will be in general use.

"Mr. Nichols lives at Jossierand, Trinity County, Texas, and will convince any credulous one by showing the place where the ship rested."

44.)

The Houston (Tx) Post of April 25, 1897, printed the following:

"Rockland, Texas, April 23.-Mr. John M. Barclay, living near this place, reports that last night about 11 o'clock, after having retired, he heard his dogs barking furiously, together with a whining noise. He went to the door to ascertain the trouble and saw something, he says, make his eyes bulge out, and but for the fact that he had been reading of an airship that was supposed to have been in or over Texas, he would have taken to the woods. It was a peculiar shaped body, with an oblong shape, with wings and side attachments of various sizes and shapes. There were brilliant lights, which appeared much brighter than electric lights. When he first saw it, it seemed perfectly stationary about fifty yards from the ground. It circled a few times and gradually descended to the ground in a pasture adjacent to his house. He took his Winchester and went down to investigate. As soon as the ship, or whatever it might be, alighted, the lights went out. The night was bright enough for a man to be distinguished several yards, and when within about thirty yards of the ship he was met by an ordinary mortal, who requested him to lay his gun aside, as no harm was intended. Whereupon the following conversation ensued:

Mr. Barclay inquired: "Who are you and what do you want?"

"Never mind about my name; call it Smith. I want some lubricating oil and a couple of cold chisels if you can get them, and some bluestone. I suppose the saw mill hard by has the two former articles and the telegraph operator has the bluestone. Here is a \$10 bill; take it and get up those articles and keep the change for your trouble."

Mr. Barclay said: "What have you got down there? Let me go and see it."

He who wanted to be called Smith said: "No, we can not permit you to approach any nearer, but do as we request you and your kindness will be appreciated, and we will call on you some future day and reciprocate your kindness by taking you on a trip."

Mr. Barclay went and procured the oil and cold chisels, but could not get the bluestone. They had no change and Mr. Barclay tendered him the \$10 bill, but same was refused.

The man shook hands with him and thanked him cordially and asked that he not follow him to the vessel. As he left, Mr. Barclay called to him and asked him where he was from and where he was going. He replied from anywhere, "but we will be in Greece day after tomorrow."

He got on board, when there was again the whirling noise, and the thing was gone, as Mr. Barclay expresses it, like a shot out of a gun. Mr. Barclay is perfectly reliable."

45.)

Mr. Woodford Brooks, secretary and treasurer of the Polytechnic street railway, is the latest Fort Worth man to report having seen the famous air ship, and he relates the circumstances with such seriousness and accuracy as to leave no doubt in the listener's mind that he tells facts.

Yesterday morning about 9:30 o'clock, while riding on a street car past the new city park, Mr. Brooks saw the strange aerial visitor resting on the ground out in the park near the river. Accompanied by the motorman, Mr. Edwards, Mr. Brooks went into the park for a closer inspection of the ship, but was met some distance from that vessel by the captain who gave his name as Randall. Mr. Brooks had a short interview with the captain, who said that the destination of himself and crew, which was composed of twelve men, was the City of Mexico. Mr. Brooks inquired of the captain if he did not think thirteen an unlucky number to make the trip, when that gentleman laughingly replied that they were all protected by wearing Mexican opals.

Mr. Brooks declared that the ship is a splendidly equiped machine, propelled by electricity, which is furnished by a large storage battery. It appears that the captain and crew mistook the water works plant near the park for an electric plant, and had descended from their great distance above the

earth for the purpose of procuring a supply of electricity for their ship. Upon learning their mistake they decided to utilize what they had left in making the trip to San Antonio, and soon sailed away.

Mr. Brooks telephoned The Register office last night that he had just received a telegram from Captain Randall, who stated that the ship and crew had arrived in San Antonio safely and would leave at once for the City of Mexico, where they expected to arrive in two days at least. They expect to return by the way of Fort Worth in about a week.

-From the Register of Fort Worth, Tx., April 24, 1897

46.)

The Houston (TX) Post of April 25, 1897, printed the following:

"Kountze, Texas, April 24.-The much talked of air ship visited Kountze last night. It was first seen by Captain H. A. Hooks and A. W. Hodges, who are both responsible men. In descending it punctured the 'air department' and will have to stay over several days for repairs.

"Any one wishing to see it may do so by coming to Kountze any time before Monday night, as it will take until then to get it in flying order.

"The ship is fifty feet in length and about twenty feet wide; shaped somewhat like a cigar. There are two men on board her. They give their names as Wilson and Jackson. They will move north after Monday."

47.)

The Knoxville (TN) Tribune of April 25, 1897, printed a very lengthy dispatch from Chattanooga, Tn., dated April 24. It alleges that the airship landed nearby in order for repairs to be made. The craft was "the exact shape of a shad, minus head and tail" and had two large wings equipped with knuckle and socket joints so that the wings could be moved up and down, back and forth. It is equipped with two engines, one electrical and one gasoline. It had a nine foot diameter propeller which turned at 900 rpm. The body was filled with hydrogen and had a lifting capacity of 1800 pounds. The passenger car was nine by four feet and made of aluminum and bamboo. The propeller was connected to a generator which produced the electricity for the searchlight. A news reporter saw it land and immediately went to the spot. He found two men doing some hammering on it. One of the men identified himself as "Prof. Charles Davidson" and said the airship was his invention. "The speaker was a slight, energetic man, apparently about 45 years old. He was attired in a suit of serviceable tweed, with sack coat. His companion, who was probably ten years his junior, whom he introduced as Henry J. Morris, of Sacramento, Cal., also the home of the professor, was similarly attired." Davidson stated that he had been born in Edinburgh, Scotland, and settled near Wilmington, NC, 18 years ago. He began working on the airship at that time. He met Morris and they became partners. They moved to Denver and then to Sacramento. They built the ship with parts from different sections of the country. They left Sacramento about a month ago, went down the coast, passed over Los Angeles, and since has passed over every state. They averaged about 93 miles per hour. Once the repairs were completed they left. "The reporter who wrote the above article is sometimes in the habit of stretching his imagination instead of his legs. The editor does not undertake to say which he relied on in getting up the above story.-Editor."

48.)

The Washington (PA) Observer of April 26, 1897, printed a long story about the airship landing there and the crew spent the day, April 24th, in town. The captain, William Gasser, was interviewed by a reporter. The story went that he and a group of men were living in the Rockies. There was a young man in the group whose name was Wonders and under his direction they built an airship. "We made the first stop at Carson City to see the Corbett Fitzsimmons fight, but as it was all a bluff we got sick and tired of it after the first four rounds and pulled out." "Why, we tried to sail by Topeka when the legislature was in session and actually the air was so laden with that populist smell that we could only go about four miles an hour." They then went to Chicago where "Altgeld heard of us and as it was but a few days before the Chicago election he came out and wanted us to help swell the Democratic

majority." The rest of the article continues with political cuts like the above. It gave no real information concerning the airship nor the inventor.

49.)

The Houston (TX) Post of April 28, 1897, printed a dispatch from Rusk, Tx., dated April 25. It concerned a sighting which occurred at "2:30 o'clock last night". The witness was awoken by a roaring noise and saw a large object 100 feet up and 200 yards away. He left and returned with another witness and they found that the airship had landed and some men were working on the wings. One of the men asked for some 20 penny nails, which he was given. The wings were 45 feet long, the craft 275 feet long and 12 feet deep. It used compressed air at 150 psi. It had inense headlights at each end and 13 red and green side lights. The inventor came from Wisconsin and said he built five of the airships in a small town in Kansas.

50.)

The Marion (O) Daily Star of May 1, 1897, printed a long article about the sighting by a Star scribe on April 30th. The writer was riding home on his bicycle when he saw the airship descending and he went in that direction. "When he advanced from the thick growth of underbrush under cover of which he had approached the airship and presented his card to the larger of the two occupants of the car, he was quite cordially greeted and invited to partake of the repat which they were enjoying. The scribe declined the invitation but did accept a fine Havana which was proffered him, and while hunting for a match and lighting the weed stole a glance at the strange craft before him.

"The car in which rode the two navigators of the heavens was perhaps 6 X 10 feet in size and three feet deep and was suspended from a cylinder, pointed at both ends and fully forty feet long, by four steel tubes. While resting on the ground these tubes supported the cylinder and the apparatus propelling it, consisting of four eight foot turbine wheels extending horizontally above the cylinder and similar wheels at the rear of the cylinder and on either side perhaps ten feet from what, in a boat, would be called its stern. At the center of the cylinder hung two planes, perhaps five feet wide and eighteen feet long, used to ascend or descend obliquely and, as the scribe later learned, as a sort of brake to lessen the speed after the propelling power had been shut off.

"It was evident that the ship was propelled by electricity but nothing to produce it was seen and the inference is that powerful storage batteries are concealed in some of the many lockers about the car."

The men identified themselves as Charles Ross and William Patterson and that the name of the air ship was the "Air Queen."

The rest of the article contained degrading comments by the aeronauts concerning various Ohio cities and political figures.

51.)

The Daily Statesman of Austin, Tx., of May 7, 1897, reported that Representative Hill of Travis had seen the airship.

"On the night of May 1, while visiting Hyde Park, the airship was faintly visible to the south of the park, moving slowly. It became more distinct as it drew nearer until it came to a standstill very nearly over where we stood, gradually settling on the ground in a few feet of us. We hailed the captain, who answered us in good, ancient Greek that he was the rear admiral of the Greek squadron of airships, now on duty in the American atmosphere, and that his flag ship, Eureka, was now before us for inspection. We were respectfully requested to examine and report to the Twenty-Fifth legislature her dimensions, electric machinery, and armament, the number and character of her officers and crew and the object of her visit to Austin. The shape of the ship is that of the common migratory crane, with an electric battery of inense power contained within, connecting by wires with the wings, feet, neck, and tail, enabling each to move separately or simultaneously, at the will of the electric engineer. The exact length of the ship from the point of the bill to the tip of the tail is 110 feet. The headlights are the eyes of the crane, that can be opened or closed at the will of the engineer. They are each lighted by a 1000 candle power incandescent light, either of which can be so directed as to cast its light on all parts of the aluminum bird and made it appear as a star of the third

magnitude at a distance. There are no guns or cannon of any character on this ship. It is well stored with small dynamite shells, to be dropped on the enemy below in time of war. It is certainly capable of doing more damage to an enemy than any invention of the nineteenth century. The officers are a captain, two lieutenants, two lookouts, two electric engineers, four shell droppers and one linguist capable of speaking the language of any country to which the ship may be ordered. No two men, except the linguist, speak the same language and no two are of the same nationality. The man who spoke English showed Mr. Blackburn in the hold of the ship where he had been since he left, and we were informed that the engineer was filling him with dynamite and at the proper time he would be dropped into the granite capitol to burst and blow up the 25th legislature. The captain informed us that it was the opinion of the allied powers that nothing short of that or the sound of Gabriel's trumpet would cause the 25th legislature to pass the platform demands and adjourn."

52.)

The following appeared in the Logan (IO) Journal-Gazette of May 6, 1897, as a correspondence from Laurel Run:

"Saturday evening (May 1) a party of loafers were lounging on the saw-mill platform just above the dam, when they heard a strange rumbling, apparently in the southwest; as the weather was cloudy and it was growing dusk, nothing could be seen, but a huge dark looking monster in mid air seemingly coming to the ground. Some of the crowd were held spellbound, some were on the verge of springing into the river; they preferred a watery grave in preference to the stomach of the furious looking bird. One of the crowd being a subscriber to the Blouster News yelled 'Air ship! Air ship!' By this time, the crowd had their right presence of mind, then followed a mad rush to see the miracle of the age which had landed near the waters edge, they found to their amazement that it carried guns, as does a sloop of war. The Vice Admiral informed the boys their intention to harm no one, but to keep their distance; the ship took on four barrels of water; they gave no information except they had left Cincinnati about five o'clock the same evening and they were on their way to the patent office to patent some new inventions on the machine, then followed a rumbling noise, the wizard slowly ascended to the heavens and vanished from sight."

53.)

The following appeared in the St. Louis (MO) Post Dispatch of May 4:

"Jenny Lind, Ark., May 3.--Editor Post Dispatch: We of Jenny Lind are no longer skeptical. The airship has come and gone. About 7:30 last night, our citizens were aroused by the cry from a dozen places in town, 'Airship! Airship!' The whole town turned out to see the long-looked-for wonder. It appeared from the northeast, moving in a southwesterly direction. It came directly over the town, and as it approached the office of the Western Coal and Mining Co. it veered to the right and took a northwesterly direction, passing directly over the Christian Church, where Rev. Nunn is holding a series of meetings.

"His subject was Elijah's translation. Just as he was telling of the magnificent illumination that surrounded Elijah the congregation heard the cry of airship. In the rush to get out of the church Mrs. Berry, Mrs. Staut and two other ladies were seriously injured.

"The ship came down near a spring at the foot of the mountain, near Old Town, and Mr. Elijah Hohenbeck, Assistant Superintendent of the Mines, Prof. Phelps and James Davis got on their bikes and followed it. At the Spring they conversed with the occupants. The manager and owner of the queer vessel gave his name as George Rutzlerlitz. The gentleman with him he introduced as Joseph Eddleman. Now here is the only fishy part of the story. They had a swan with them which they said they had caught in flight.

"Mr. Eddleman told Mr. Hohenbeck that they could move at a speed one-third faster than the fastest flight of birds and that they subsisted a great deal on birds taken in flight. They seem to have perfect control of the monster, for such it seems to us.

"Last night's excitement will long be remembered by the people of Jenny Lind. Groups of men and women remained on the streets discussing the matter and awaiting the return of Mr. James Davis, who accompanied them to Huntington. They offered anyone a free ride with them and Mr. Davis was the only one who would take the seeming risk, and then only after they had assured him they would land him at

any place he desired. On this assurance Mr. Davis entered the car and took passage for Huntington, fifteen miles away. They made the flight of fifteen miles in ten minutes. Mr. L. Jamison, our liveryman, sent a team to bring Mr. Davis back, but up to the time of writing they have not returned, although Mr. Davis telephoned Mrs. James Davis that he had landed all right.

Claud M. Ross

Joseph Hooker.

"Should your readers doubt this, we refer them to Elijah Hohenbeck, Assistant Superintendent; Jas. Davis, wholesale dealer in ice cream and confections; Jack Jamison, livery and sale stable; Rev. Nunn, pastor Christian Church.

"Now as to the veracity of these people, I refer you to Mr. R. M. McDowell, General Manager of the Western Coal and Mining Co., corner of Sixth and Locust streets, St. Louis

"Mr. McDowell was found in the offices of the Western Coal and Mining Co., Equitable Building, Tuesday morning. He read the above.

"Yes," said he, "I know all those persons. We have extensive works at Jenny Lend. I don't understand the letter, though. It is very strange."

54.)

The Atkins (AK) Chronicle of May 7, 1897, reported that the Chronicle had been informed that the airship was going to land 7 miles from town on the Arkansas River on the evening of May 4th. Accompanied by J. H. Fry, they went to the said site. About 8 o'clock they arrived at the site and found J. M. Whiteside who said that "something like a box car with wings" had passed 150 feet over his head. He pointed to some uprooted trees and said that it passed over so fast that the wind pulled the trees up. They went in the direction that it was traveling.

"After proceeding about one mile we emerged from a heavy growth of timber and brush upon a pretty green spot upon the river bank, when our nostrils were greeted with the delicious odor of simmering coffee and frying fish. We looked, and in the green spot rested the most peculiar looking object we had ever gazed upon. It was 60 feet long by 25 feet wide, and 20 feet high. Wings of glistening steel 6 x 4 feet were upon each side, and at each end were also wings of steel, but some smaller. The body of the ship was made of the most delicate steel and was painted a dark red. A jaunty little cabin occupied the center of the deck from whence came the odor of cooking. As we approached the ship a man with a heavy red beard and a pleasant face stepped to the low railing and greeted us.

"He stated that his name was R. R. Flyer of Parsons, Kansas, and that he was the inventor of the wonderful air ship. He invited us on board and showed us some of the workings of the air ship. It works by electricity; by touching a button the batteries are put in motion which starts the steel wings moving and the great ship bounds into the air. A great headlight similar to those used on locomotives is attached to the front end which furnishes the light to travel by during the night. By touching another button a fine steel netting drops over and completely around the ship. The netting is bullet proof and in time of danger makes those inside absolutely safe. Mr. Flyer informed us that his usual speed in traveling was 100 miles an hour. A young man named Siequies, also of Kansas, accompanied him, and a negro man who acted as cook.

"As we were leaving the ship from some unknown cause the ship started up, and the writer tumbled over the railing in a hurry, having no desire to take a trip to the clouds. Prof. Fry, however, was not so fortunate, and as the airship bounded into the air the Professor was making frantic efforts to disengage his coat-tails from the railing, which he finally succeeded in doing as the ship was about 30 feet from the earth. He gave a whoop and jumped, and our artist here portrays his graceful descent to terra firma.

"As the airship gracefully floated out over the river, Mr. Flyer waved his hat as a farewell, and soon the ship was but a speck in the sky and flying with great speed toward the south."

55.)

The airship story which Constable John J. Sumpter and Deputy Sheriff John McLeamore related to a Hot Springs Sentinel reporter the other night on their return from a midnight trip beyond Sugar Loaf mountain subjected them to the jokes and gibes of their friends, says the Little Rock Democrat. They,

however, most seriously maintain that it is absolutely true, and their earnestness is puzzling many, who while unable to accept the story as a fact, yet see that the men are not jesting. In order to convince their friends of their sincerity at least, Constable Sumpter wrote out the following statement, detailing their discovery, to which he and Mr. McLeMore made affidavit:

"While riding northwest from this city of the night of May 6, 1897, we noticed a brilliant light high in the heavens. Suddenly it disappeared and we said nothing about it, as we were looking for parties and did not want to make any noise. After riding four or five miles around through the hills we again saw the light, which now appeared to be much nearer the earth. We stopped our horses and watched it coming down, until all at once it disappeared behind another hill. We rode on about half a mile further, when our horses refused to go further. About a hundred yards distant, we saw two persons moving around with lights. Drawing our Winchesters-for we were now thoroughly aroused to the importance of the situation-we demanded: 'Who is that, and what are you doing?' A man with a long, dark beard came forth with a lantern in his hand, and on being informed who we were, proceeded to tell us that he and the others-a young man and a woman-were traveling through the country in an airship. We could plainly distinguish the outlines of the vessel, which was cigar-shaped and about sixty feet long, looking just like the cuts that have appeared in the papers recently. It was dark and raining and the young man was filling a big sack with water about thirty yards away, and the woman was particular to keep back in the dark. She was holding an umbrella over her head. The man with the whiskers invited us to take a ride, saying that he could take us where it was not raining. We told him we believed we preferred to get wet.

"Asking the man why the brilliant light was turned on and off so much, he replied that the light was so powerful that it consumed a great deal of his motive power. He said he would like to stop off in Hot Springs for a few days and take the hot baths, but his time was limited and he could not. He said they were going to wind up at Nashville, Tenn., after thoroughly seeing the country. Being in a hurry we left and upon our return, about forty minutes later nothing was to be seen. We did not hear or see the airship when it departed.

"John J. Sumpter, Jr.

"John McLeMore

"Subscribed and sworn to before me this 8th day of May, 1897.

"C. G. Bush, J.P.

-From the Daily News Record of Fort Smith, Ark., May 13, 1897

56.)

The Portland (OR) Telegram of December 2, 1896, printed an article based on a letter received from a former resident now working for one of the San Francisco papers. He wrote that he met the inventor of the airship in San Mateo county ten days ago. He reported that he even flew in it. "The airship in which I made my ascent is 22 feet long, 7 feet of beam, as we would term it in nautical parlance, and 7 1/2 feet high from the ground. It is merely a rough model for experimental purposes, devoid of all the elegant and comfortable interior fittings later airships planned after this model will contain." He claimed they flew over Los Angeles at an altitude of five miles.

57.)

The Kearney (NB) Daily Hub of March 1, 1897, reprinted an article which appeared in the Woman's Gazette of Beatrice, Nb. It was in the form of a letter written by Anton Pallardy, an alleged scientist from the Black Hills. He stated that the airship was built in a country known as "Mauvais Terres" which was northwest of Nebraska. He and three companions were flying the ship in order that the people beneath its path would become familiar with it. The ship was described as "something like a very large umbrella with a transparent covering. This large umbrella is immediately above the car, which also contains the little motor for operating the large wings immediately above the umbrella. These wings are expanded and contracted at the pleasure of the engineer. Suspended above and attached to these wings are two very thin, aluminum balloons containing the new gas, helium. Immediately between the wings is another smaller umbrella-like affair that can be made to revolve very rapidly, for a purpose I dare not disclose to you."

58.)

The following story appeared in the Saginaw (MI) Courier Herald of April 22, 1897:

"Lumberman Guinnin sat awaiting his chance in Snyder's tontorial parlors the other day and after reading what Officers Halsey and Foley had said about the airship in Saturday's Courier-Herald remarked:

"Well, as sly as they keep it, that airship was in this city during that night. I received word from a Bay City lumberman and coal dealer over the 'phone in the morning that he had received a call from a lady who said she needed between 250,000 or 300,000 tons of coal at once to fuel her airship for its return trip to the North Pole, and as they did not have quite enough on hand there, that he had advised her to come to the coal mines at Saginaw to fill out the cargo."

"Accordingly, an employee of the night force of the coal miners was interviewed on the subject with this result:

"Yes, we heard a whirring noise approaching from the north. Sounded like the hoofbeat of fastly running horses on an asphalt pavement. Next, we noticed a red and green light in the air moving along so fast that it seemed a stream of red and green fire. It came so rapidly, that before we could exchange a dozen words, a boat-shaped machine was directly over our heads and was being lowered to the ground. Some of the colored men working in the mine are very superstitious, and the velocity with which they got away from that machine could be equalled in speed only by the machine itself. The hoist boss had been reading about the mysterious airship, however, and he realized at once that that was the object now before us. In a minute, a feminine voice from somewhere in the ship asked to speak with the mine boss. She said this was the aerial ship 'Pegasus,' that her husband had spent 18 years inventing it, that he suddenly expired the day the last intricate piece of machinery had been adjusted in its place for the successful maiden trip of the first and only airship in the world, that she in company with the two men now in her employ had been the constant companions of the inventor, and that after his death near the North Pole, she had decided to make the initial trip. She had made by two stops-one in the Pennsylvania coal fields and the other here. She wanted to purchase 300,000 tons of coal. An electric shovel connected with the ship was set in motion and in less than thirty minutes the immense coal bin was filled. The boss endeavored to get sufficiently near the ship to see the working of the machinery, but invisible currents of electricity completely shocked and paralyzed all who volunteered within 100 feet of the thing and the lady cautioned all to keep away, saying that no one on this earth would learn her secret.

"She asked for copies of the daily papers and one of the boys gave her a copy of the Battle Creek Moon containing a notice to the effect that in passing over that city a few nights previous, a letter had been attached to a huge sailors needle and dropped in front of the Moon office. The lady laughed heartily upon reading the same and said the next time she tried to correspond with the man in the Moon, she would use something besides a sailor's needle, and intimated that the editor of the Moon had lied. Now the writer was acquainted personally with Charlie Barnes, city editor of the Moon, and knows that he was a man of truth and veracity. Charlie never took a drink of anything in his life stronger than milk, being so strictly temperate that he would not use either tea or coffee. Charlie might have been imposed upon by the employees who discovered the needle and letter, but he would never intentionally lie about it.

"Suddenly, two bells were sounded, the ship went straight into the air, circled around a few moments, eagle like, to get its bearings, and headed direct for Reynolds, Mich., at which place the lady said she must stop to inquire how the farmer was whom her 9 1/2 foot engineer had kicked and broken his hip. She said while anchored there for repairs to the electric machinery, the crowd became so curious that it was necessary to use force to keep them away. If the man is seriously hurt she will give him \$100,000 as she is immensely wealthy. From Reynolds, the ship was scheduled to return to the North Pole by way of Chicago."

59.)

The Wauwoc (WI) Gazette of April 15, 1897, printed a story which said the airship was invented by "Prof. Bald of the Insane Infirmary of San Francisco" and he stole his idea from "Darius Green." Since his tests were successful, he made arrangements to fly to Washington but "as he expected to get the contract for delivering the mail, he would have to stop over at Wauwoc, and see the future

postmaster of the thriving city, and arrange for the service there as Wanowoc is fast becoming the greatest mail order town in the world. He stopped and picked up Harve Douglass and they flew on to Washington. "Having dined with Postmaster Gerry, Harve proceeded to business and soon convinced Gerry of the magnitude of the mail order business carried on in Wanowoc, and also secured his promise of appointment as postmaster." They even visited with President McKinley. They then headed back to Wanowoc after "stopping for dinner in Cleveland and supper at Chicago."

60.)

The Evening Republican of Decatur, Ill., of April 15, 1897, ran a very long article concerning an airship inventor. A reporter for the paper met a C. Devonbaugh, living near Vandalia, Ill., who built the airship. The reporter was shown the airship which was kept in a barn owned by Devonbaugh. "The machine or airship was composed of two cigar-shaped spheres of aluminum, each 45 feet in length, and eight feet in diameter at the center, tapering to a point at the bow and stern. The two were bound together by slender but exceedingly strong steel rods." The floor was made of pine and a cabin, large enough for 5 or 6 people, was fitted with divans and provisions. Devonbaugh refused to show the power source but said that it was electricity "generated by a new process which he wished to perfect and cover with letters of patent before allowing the secret to pass into other hands." It had wings that were hinged to the sides and these were the same size as the craft. "The raising and propelling power were derived from three 'rothascopes,' composed of canvass and steel ribs which were attached to revolving masts and which could be set at any desired angle." The rudder was operated by a wheel. Above the revolving masts were two more masts which supported a parachute in case of accident. At a later date, the reporter even took a trip on it. He, Mr. and Mrs. Devonbaugh, her sister, and a hired man took a flight in it. They pulled it out of the barn, threw over several large iron weights, and it rose. Devonbaugh pulled a lever and the steel mast began to revolve and it rose faster and faster. Then the wings were extended and the position of the "rothascopes" were changed and it began to move forward. He was told they were 2,000 feet up, going at 65 miles an hour, and that the destination was Chicago. When they were over Chicago, they turned on all the lights of the ship to startle the people below. The reporter tied a rock to a copy of the Republican and threw it overboard. After circling about Chicago for several hours, they headed back to Vandalia. "Mr. Devonbaugh states that he has been in correspondence with the Cuban junta and if certain arrangements can be made the ship will be taken to Cuba and used against the Spanish army. The effect which dynamite bombs may cause when they come tumbling from an invisible source, high in the air, can be imagined."

61.)

The Tribune of Eddyville, Ia., of April 23, 1897, printed the following:

"A gentleman who resides north of town and his word we have no reason to doubt, declares that the monster ship came to earth a few miles west of here in order that some repairs might be made on the ponderous machinery used to propel the aerial craft. The ship was manned by about 25 men and during the time in which the engineers were engaged in making the necessary repairs, the deck hands scattered about through the timber in many directions, evidently making a geological study of this mundane sphere, and when the whistle sounded for all aboard, it was supposed that all had responded and the strange craft pulled in her anchors and got under good headway, a number of farmers hastened to the spot from which the craft was seen to start. While investigating the surroundings and carefully examining the potatoe peel and corn husk which had been dumped out through the kitchen window, a strange looking human being put in an appearance and seemed almost frantic, on discovering that the ship had taken its departure and he had been left.

"His language was like anything ever heard and his looks were entirely different from any human creature ever seen by living men. The informant says that the stranger has been put in a cage and is being kept for inspection by scientists. It was further stated that the persons in charge of the ship were not inhabitants of Mars or the moon as has been supposed but were from a country beyond the North Pole. The Tribune hopes that this and this explanation will be satisfactory and that the theory will be accepted by the public in general as a final solution to the great mystery."

62.)

The New Orleans (LA) Times-Picayune of April 25, 1897, printed an interview with Rabbi A. Levy, of Beaumont, Tx., who was in town seeing his niece.

"You can take my word for it," said he, "that the airship is no myth. I had heard a good deal about it, but placed little reliance in the stories that were circulated, and doubted until the moment I saw it. It was about ten days ago on a farm about two miles from Beaumont, which is my home. About 10 o'clock that night the whole country around was aroused by the report that the airship had been seen and that it had alighted on a farm near by. My curiosity was aroused and I went to see it. I learned that they had stopped to lay in a fresh supply of water. It was dark as pitch then, and I could see very little except the outlines of the ship. It was about 150 feet long, the body being shaped something like the shuttles used in an ordinary sewing machine. On either side were immense wings, about 100 feet long. It seemed to be made of some light material, what, I could not say. I spoke to one of the men when he went into the farmer's house and shook hands with him. It is run by electricity, but how it is applied I do not know. Yes; I did hear him say where it was built, but I can't remember the name of the place, or the name of the inventor. He said that they had been traveling a great deal, and were testing the machine. I was so dumbfounded that I could not frame an intelligent question to ask, so you see I can give you but very meager details. One thing I do know, and that is that an airship is an accomplished fact, for I have seen it, and many of my friends have seen it flying in the air."

63.)

The Cincinnati (O) Enquirer of April 25, 1897, printed a very long article dispatched from Lancaster, Ohio, of April 24th. It reported that several evenings ago, a man was on his way home between Baltimore, O., and Lancaster between 8 and 9 o'clock. Suddenly, his horse became highly agitated. He looked around and saw the airship descending nearby with a hissing noise. He saw the forms of two men who were conversing in an unknown language. He went closer and met the men. One was apparently Oriental and the other was American or English. They wanted to know what the people and the newspapers were saying about the airship. The witness happened to have a copy of the Enquirer and he gave it to them. He was told that they had been on a six month experimental trip. The ship was called an "aeribarge." The contrivance itself was a strange piece of mechanism, and stood from 12 to 15 feet high. The lower half, or car, was an oblong square 8 by 5 feet. The upper half, an elongated globe, apparently 8 feet at its greatest diameter, gradually diminishing and terminating in rounded points, its extreme length being 15 to 18 feet. The frame appeared to be a wire network, only the wires were of an immense size—an inch in diameter on the bottom and sides of the car, growing smaller as they ascended, until at the top of the elongated globe they were not more than a quarter of an inch.

"They were joined together at close intervals and in both directions across the bottom, and ran up perpendicularly 5 or 6 feet, then curved inward till they nearly met. Then outwards, upwards and over, till they formed the complete circle of the outer frame of the elongated globe or cigar shaped apparatus spoken of in the papers. Inside of this upper network was a bag or balloon, just fitting it and partially inflated."

The car had Oriental rugs on the floor and luggage, blankets, canned goods, and the like were placed in various parts of the car. He saw a series of buttons that controlled the lights, the rudder, the propeller, and the flow of gas to the balloon. The ship then left toward Newark.

64.)

The Cincinnati (O) Enquirer of April 27, 1897, printed a dispatch from Bradford, O., dated April 26th. It read:

"David Brant, Oscar Richards, and Colonel Michael Roach, all reputable citizens of this place, claim to have seen the airship descend near here, and that they talked to the occupants, one an Englishman and the others speaking some foreign language."

65.)

The Belwood (NB) Gazette of April 30, 1897, printed the following under the title "Luxemburg Items":

"Pete Brown claims to know all about the airship. He says: 'I have seen it, I had a ride in it, I dined upon its decks three miles above the earth, the captain is a man named Thompson, he took me over the course pursued by Jack McCall in his race for governorship. The airship was built in a remote corner of Phil Smith's island, where the sounds of the hammer and saw were deadened and where no stray passers ever chance. Fred Morgan is engineer and the man who struck Pat Murphy is Second Mate. The ship is run by wind collected by following up Billy Bryan during his campaign tour. It is a very interesting vessel.' For further particulars see Pete Brown.

Tiddly Winks."

66.)

The Houston (TX) Post of April 30, 1897, published a letter to the editor by H. C. Lagrone of Deadwood, Texas. It stated:

"About 8 o'clock p.m., I heard my horses-old gentle work stock-snorting, running and bucking around like a drove of bronchos on a regular stampede. On going out to my lot to see what could have alarmed them, I sighted about a quarter of a mile off and seemingly about 300 feet from the earth a very brilliant and variegated light, coming from southwest and headed northeast, traveling rapidly. It would occasionally make a circle, and now and then be reflected down to the earth, virtually turning a very dark and cloudy night into day. After hovering around for a few minutes it gradually descended in an open field nearby. I, by this time, having recognized it as the airship, went directly to the place of landing, and on arrival found the ship of about the same make up as given by various correspondents. Its crew was composed of five men, three of who entertained me, while the other two took rubber bags and went for a supply of water at my well, 100 yards off. They informed me that this was one of five ships that had been traversing the country over recently; and that this individual ship was the same one recently landed near Beaumont, in this state; after having traveled pretty well all over the Northwest. They stated that these ships were put up in an interior town in Illinois. They were rather reticent about giving out information in regards to the ships, manufacture, etc., since they had not yet secured everything by patent, but stated they would soon be secure in this, and expected to establish a factory in St. Louis at an early day, and would at once enter into active competition with the railroads for passenger traffic; especially in transcontinental travel. They stated that they could shorten time from Atlantic to Pacific two to three days. The ship's crew were careful not to forget earthly things though traveling in the heavens. There were well supplied with edibles of all sorts-likewise drinkables; had a good supply of beer and champagne. Also had a full supply of musical instruments."

67.)

The Converse County Herald of Lusk, Wy., of May 6, 1897, reprinted an article from an undated issue of the Buffalo Voice. It stated that about 2 o'clock on Friday afternoon, many saw a small black cloud moving slowly from the southwest. It was soon recognized as the airship and a crowd quickly gathered, armed with field glasses and telescopes. "It looked though to be of a conical shape, with an arrangement at one end that looked like the propeller of a vessel. Two wings extended from each side which, at the time the ship was seen were stationary, and the ship was sailing like a large bird.

"When the ship got directly over the town it stopped and the excitement among the large crowd observing it became intense, for it was thought the wings would close and the great artificial bird settle down, but such was not the case. It could be seen that there were moving objects aboard, but their shape or size could not be distinguished, but Mr. Proctor, who had a very powerful telescope, which he would not lend to anyone else, declared that he could distinctly see five men and said they were preparing to let down a rope which was wound on a reel.

"Such proved to be a fact, for a few minutes later an object was seen descending and when it reached the ground in front of Walter's ice house it proved to be a basket. A rush was made for it and it was quickly opened by Mayor T. P. Hill, who was given precedence. In the bottom of the basket there was a piece of lead weighing about three pounds, and there was also a note. The note was quickly opened. It was found to be written in a foreign language, which the mayor could not read. Mr. N. C. Jensen said it was Danish and volunteered to read it. The Mayor handed it to him, and he read as follows:

"In air, 3,400 feet-To the Hon. mayor and council-gentlemen: We ask you for aid in the shape of feed. There are five of us in this air ship. We left Sliswig, Denmark, on the 27th day of March. We had our ship under perfect control until ten days ago, when a part of the machinery got out of order and since then we have not been able to lower the ship or keep on any direct course, but have to drift at the pleasure of the air currents. We hope to remedy the defect in a few days. We have run short of provisions and beg of you to send us some canned meats, flour, and coffee, for which we will ever thank you.

"C. N. Johnson

"Commander."

"The request was quickly complied with. The rope made three trips back and forth and took up two sacks of flour and twenty cans of corned beef. The mayor sent up a note expressing regret that the aerial travelers could not visit the town.

"The appearance of this strange air ship has been the talk of the town ever since and dispells all doubt as to the existance of such a wonderful contrivance, which has been so much talked about and supposed to exist only in the imagination of persons who had taken freely of a peculiar brand of 'bug juice.' After receiving the provisions the air ship gradually disappeared."

68.)

The Hutchison (KS) Weekly Interior Herald of May 8, 1897, printed the following:

"The airship fantasy does not seem to be confined to the west. The Ellwood City, Pennsylvania, Motor, L. F. Cain's paper, says:

"The airship, that is making a tour of the country, is now stopping at Chicken Coop Hill, south of town. The ship is in charge of one man, and he seems amply able to protect it from the eye of the curious. He has a rope stretched around the ship so that no one can get nearer than 22 feet and 3 inches. Fully a thousand people were up last night, and probably three times that many will be up there to-night, as special trains will be in from Pittsburg, New Castle, and Youngstown. J. H. Ballard, the man who has the machine, says he lives three miles from Tuscon, Arizona. He left home on the 2nd day of March, and will try to make New York about the middle of May. He says he could make New York City in one hour and 30 minutes, but he is studying his machine and making improvements."

69.)

A May issue of the Decatur (TX) Texas Star printed:

"Lots of people in Wise County thought at first the airship seen in various parts of the state was only a joke, but when it lit on the old vacant courthouse lot in Decatur last Saturday the people were amazed-and W. K. Logan thought it was the 'Second Coming,' spoken of in the Bible, and he bowed down on his knees and 'began to worship it!' It was the most peculiarly constructed thing we ever saw-(except Cliff Cates.) It was built something on the style of Noah's Ark, with rounded off, head and tail on each end and wings in the middle! There were four men in it, (all unmarried.) Several of the business men of Decatur gathered around the concern, and examined it-but the occupants wouldn't allow anyone to go on it or see how it was constructed on the inside. They came down to 'add an extra feather to the tail of the machine, so they could travel faster!' They had been traveling 150 miles an hour and said they would have to go '200 miles an hour' in order to get back to Jericho 'in time for breakfast!' They said they were going all over the world-collecting valuables in every locality. All the valuables they got in Decatur were a copy of the Star, a box of Hayter's Eye Salve, a lock of Thad Shaw's hair, one of Abe Mulkey's song books, and a jug of 'Blind Tiger Cough Syrup.' They said the next place they'd stop at would be Hong Kong, China, (which is just halfway between here and Jericho,) where they will add to their collection a 'Chinaman's pigtail, a box of tea, and Li Hung Chang's battle ax.' They are collecting the different valuables to put on exhibition at the Grand Royal Palladium of Wonders, which opens up in the city of Jericho sometime in July and runs till the last of August. Everybody is invited-provided they 'furnish their own airship!' After getting a drink out of a public horse trough on Jockey Trader's corner, the four men got into the ship, pressed a button, and the thing commenced buzzing and snorted up! Doc. Wilson, Mr. Middleton, and Benson, the barber, were standing too near the ship, and one of the tails struck Doc. Wilson and broke his back. Benson got one of his fingers broken, and Mr. Middleton, who attempted to steal a ride by swinging on to one of the

166

wings, was fatally crushed! After the machine got up about a mile high it started off in a bee line for China. Those present were Senator Gordon, County Attorney Buckaloo, Capt. Sellers, Col. Riley, Judge Johnson, Squire Tankersley, Harry Prince, Sheriff Moore, Maj. Long, Fred Edwards, Mayor Simmons, J. B. Hayter, Jim Gilliland, Pete Dooley, Cliff Cates, Dave Woodyard, Si Slocum, and Frank Roberts. All of the above parties were eyewitnesses, and know all about it. They are all honest and truthful, strictly 'temperant,' of sound mind, all go to church, and all were 'perfectly sober' the day the ship landed here."

70.)

The following appeared in the Memphis (TN) Commercial Appeal of April 22, 1897, and taken from an undated issue of the Newport (AK) Herald:

"Two Herald reporters took a little boat ride yesterday, and when a short distance up the river rowed across to the other side, landed and walked up on the bank. While standing there a strange object was seen through the woods, and the men of the pencil approached. It did not dawn upon them what kind of an 'animal' it was until within about fifty yards of it. Then it was that thoughts of the airship flitted through their minds. They came up to where it stood and found the 'crew' sitting about reading Friday afternoons Chicago papers."

By asking a few questions it was ascertained that the crew consisted of two men and a woman-B.W. Turksley and wife of San Francisco and W. B. Framley, of Chicago. They all seemed very ready to talk to so hustling a newspaper as the Herald, and answered any and all questions put to them, except in regard to the inside workings of the big machine. They told of their travels over the country and gave many interesting stories of their experiences above the earth.

"Mr. Turksley is the inventor of the aerial ship, but Mr. Framley is the power behind the throne-that is, he furnished the funds to put in operation the product of the brains of the former."

"The party travel at night only, stopping in some quiet place in the daytime, because they are only experimenting and the workings of the ship would be watched too closely in daytime."

"I have not as yet been able to attain the high rate of speed I hope to before I show my machine to the world," said Mr. Turksley, in reply to a question as to its speed, "although I can go at a pretty good clip now. We went from Springfield, Mo., to near Chicago Thursday night, and came here from Chicago last night, but we intend to make San Francisco tonight, as I understand it more thoroughly with each succeeding trip."

"You certainly have astonished the world," ventured a reporter.

"I am thoroughly aware of that," he replied, "but I have not startled myself. Ever since I was a little boy I have watched the birds fly about and wished that I had money enough to experiment on aerial navigation. In later years I decided to experiment without the money, and for several years I drew plans in my mind. At last I hit on what I thought to be the real thing, and induced Mr. Framley, who was a boyhood friend, to furnish the money with which to put my plans into execution, with the result you see."

"Mrs. Turksley said she thoroughly enjoyed sailing through the clouds on the monster airship. At first, she said, a queer sensation would come over her when the ship was raised into the air, but she had become accustomed to it now."

"At 7:20 the machinery was put in motion and the ship rose in the air and disappeared over the treetops in a westerly direction."

71.)

The following appeared in the Algonia (IA) Republican of April 21, 1897, and was taken from an undated issue of the Britt Tribune:

"On Saturday last it was over Bingham township. Mr. Davis, the gentleman now on the old Chas. Barber farm saw it. Signals of distress were flying, and the scheme was finally evolved of sending a kite up; this was accordingly done. The machine was anywhere from 4000 to 5000 feet high and simply floating. All the string in the neighborhood was attached to the kite and after several failures the occupants of the aerial car caught the tail of the kite and pulled it in. When the kite was set free the good people of Bingham township were astonished to read written on the kite an account in lead pencil of the adventures of the aeronauts. It seems that they started the middle of March from

Benicia, Cal., with a months provisions on board, and crossing the Rocky Mountains their supply of hydrogen gas ran low and their machine landed in the crater of an extinct volcano. They lay here several days resigned to death as they were surrounded by insurmountable cliffs. On March 27th they discovered gas issuing from a crevice in the ground and to their great joy discovered it to be pure hydrogen gas. By the aid of a hose and couplings they finally succeeded in filling the hydrogenator of their machine and when filled it again ascended to the heavens like a flash. This was on April 1st, since which time they have sailed over all the western and middle states. The letter on the kite explained that the natural gas taken, being so much lighter and stronger, it had set every valve on the hydrogenator and they found it impossible to descend to a lower altitude than that of the top of the volcano. They can ascend to any height desired, but they can't get down. Scraps of paper have been thrown overboard until every piece had been used, and there the poor aeronauts are floating between heaven and earth with no possible way of descending. The letter on the kite said that one of the party showed symptoms of dementia from the long continuous strain on his nerves, and requested that their families in Benicia, California, be notified of their unfortunate predicament. They state that they have provisions ample for at least 10 more days and that they are undecided as yet whether to return to the mountains and endeavor to land or to make a trip to Mars. They say they can plainly see the Martians at work on their farms from the extreme altitudes they have obtained and that the lines and bands that astronomers have taken to be irrigation ditches or canals visible only through powerful telescopes, are really bicycle paths made of chalk and white marble; that they have been near enough to see that the country is inhabited by a race of giants 20 feet high who have tails like monkeys. When riding their bicycles their tails stand straight up in the air like telephone poles, which gives these people a peculiar fierce and war like aspect. The letter concluded by requesting that a copy of the letter be sent to their wives in Benicia, California, and thanking Mr. Davis for his kindness in sending up the kite. They floated off in a northeasterly direction and have been heard of every day this week over some part of Illinois."

CONFIRMED CE3 HOAXES

Perhaps it was noticed that the hoax CE 3's were not included in the previous chapter on confirmed hoaxes. These reports will now be presented and studied. These hoaxes fell in the same types that the previous hoaxes did: by the witness, by others, and by newspapers. With the belief that CE 3's may hold the solution to the UFO phenomenon, it is of even greater importance that these hoaxes be brought forward. It is extremely fortunate that these became confirmed hoaxes. Otherwise, they could remain in the lore of UFO's as fact.

The hoaxes by the witness are out-right lies. They seem to have made the same mistakes that the liars in the previous chapter did. That is, the hoax confirmation was made by others that they named in the story. In the first story of this type, the witness' wife revealed the lie. According to the San Jose (CA) Mercury of December 1, 1896, John Horen met the inventor of the airship in San Francisco on November 26th. The ship was made of thin aluminum plates, 163 feet long, and 56 feet wide. He boarded the airship and they flew to Honolulu, Hawaii, and back at the speed of 138 miles per hour. The San Francisco (CA) Examiner of December 2nd printed the statement of Mrs. Horen who said that her husband had not left San Jose and was sound asleep at the time he said he was on the airship.

On April 17th, several men on a train near Bartonville, Ill., saw the airship with several persons around it. They stopped the train and the crew went to the airship. They found three men and a young woman; the men being dressed in blue uniforms with brass buttons of a United States officer. They said the ship had been built on Grosse Island, in the Maumee River near Toledo, O., and that five more were being built to send to Greece. The craft was 28 feet long, 14 feet wide, and consisted of two cigar shaped bodies side by side. It had a canvas house, a headlight, and a rear propellor. After half an hour, the train crew had to leave. This was according to the Peoria (Ill.) Herald of April 18th. The Peoria Times of April 19th said it was a fake report by one of the trainmen.

In the next report, it was fortunate that someone decided to investigate the report. A dispatch from Pacific Grove, Ca., dated December 2nd and appearing in the San Francisco (CA) Call of December 3, 1896, said that two fishermen, saw the airship, 15 miles from the city, at an early hour. It landed on the water and moved at a moderate speed until it landed on the beach. When it landed, three men got out and carried it into the woods. One of the men came back and took the fishermen to the ship. The other two men were observed making repairs on the ship. The ship was 60 feet long, cigar shaped, and the steering apparatus was being worked on. It was made of a light material like aluminum and it had large wings folded close to the body. The fishermen had to leave before the repairs were completed. The San Francisco Examiner of December 4th said that no woods exist where the report indicated and nobody there, or around there, ever heard of the two fishermen. The Pacific Grove Review of December 5th printed an article about it, but it was so outlandish that it would serve no purpose to reproduce any of it.

The Galena (KS) Evening times of April 20th printed a story taken from the Pillsbury Headlight which said a man named Tolliver had arrived from Weir City on the train. He said the airship had been seen by hundreds of people at Weir City and was 150 to 200 feet up. The man on it lost his Fredonia hat which fell and was found to bear the mark of a Kansas City clothier. The agent wired Weir City and was informed that no one there saw it except for Tolliver and no one believed him. Here again, the fact that someone decided to make some investigation eliminated another story.

The Little Rock (AK) Arkansas Gazette of April 22nd printed a story in which Capt. "Jim" Hooton said he saw the airship on the ground near Homan, Ark., at 1800. It made a sound like an air pump and there was a man wearing smoked glasses working on something. The man said it was the airship. Three or four more men came out of the keel. The front of the the ship ended in a knife like edge and the sides bulged gradually to middle, then receded. There were three large wheels on each side, four paddles at rear, and aeroplanes on top. The man said they used condensed air as motive power. The Kansas City (MO) World of April 24th printed a statement by Hooton that it was a hoax.

The following report indicates that there are times when the truth needs to be literally beat out of some hoaxers. The Racine (WI) Journal of April 12th ran an article in which a boy said he saw the airship land for water. He talked to one of the crew who said they were from Cuba and had been up for 62 days. They were lost and desired to get to Key West. After they filled the boiler, it rose and left toward Milwaukee. "The boy was taken down into the cellar and spanked by his mother and said he would never again tell a lie on Sunday."

The Trenton (MO) Tribune of April 16th published an article taken from the Chillicothe Tribune of an unspecified date. It stated that the airship had landed 50 feet from the electric plant house in Chillicothe at 0330 one morning. Mr. Baker and Mr. Boyd, night electricians at the plant, went out and saw it. It was cigar shaped, 50 feet long, 12 feet wide, and three men were about it. One of the men

left to the northwest. The Trenton Republican of April 16th printed an article from the Chillicothe Constitution which said Manager Wheeler of the Gas and Electric Light Company said it was a hoax and so did Mr. Baker. They said the Mr. Boyd made the whole thing up. This is one of the several cases where a different paper in the same town exposed the hoax. It is very probable that there are many such instances that remain unexposed. This would be very possible when it is realized that not all newspapers survived the time span.

As could be expected, many of the hoax stories originated in the newspaper office. The examples that follow give solid evidence that this was practiced widely.

The Hudson (MI) Gazette of April 16th reported that at 2200 many people saw the airship over the city. Several saw men on it and one man was trying to wave a hat. It was cigar shaped, had a canvas canopy, moved against the wind, and about 400 feet up. It had red and green lights. The Adrian (MI) Times and Exposition of April 17th printed a dispatch from Hudson that said the whole story was a lie.

The Columbus (O) Press of April 23rd printed a dispatch from Glouster, O., dated April 22nd, which described a sighting there by a Press correspondent. It was a very long article and states that the airship landed and some men were loading coal. They loaded half a car of coal and several 3 barrel tanks of water. He went forward and met the men. They wore black uniforms and one said his name was Frank L. Lossing, of Denver, Co., and the captain was August Defalamath, and the other man was Mr. Gordon. The ship was built in a small town near Albuquerque, N.M.. They were on a trial trip and carried 12 sailors and his family. It used a dollars worth of fuel daily and went 150 miles in 12 hours. The April 25th issue of the Ohio State Journal of Columbus, O., published another dispatch from Glouster which said the whole story was a hoax.

The Perry County Tribune of New Lexington, O., of April 29th printed the claim that A. N. Anias saw the airship land near Pigeon Roost on the evening of April 26th. It was 40 feet long, 8 feet wide, pointed at both ends, and equipped with bat-like wings that flapped slowly as it landed. It landed on 10 legs; 5 on each side. A door opened and four men came out. One of the men said he was a hermit living in southern California and that he had invented the airship. They could go 200 miles an hour and had instruments that could locate anything on the earth; coal mines, water stations, milch cows, laying hens, and prohibition drug stores. The object of this visit was to obtain milk for the baby engine. "Just then an agonizing cry attracted the attention of the men and they turned around to see the cow down on her knees, praying in an audible voice to--and we would like to make this lie a little bigger, but a storm is raging and telephone connection with Joe Mulhatton is broken and our base of supplies is cut off."

The April 21st issue of the Columbus (IN) Republican ran a long article which said the airship had landed near Martinsville, In., on Weed Patch Hill. The operator and inventor was E. J. Pennington and he said they would remain there for several days to make repairs. In an interview, Mr. Pennington said they were on their way to Cuba to aid the patriots. He said they had three ships in the air; one would be at the Tennessee Exposition, one exploded (presumably at Kalamazoo, Mi.) and the one here. The Franklin (IN) Republican of April 23rd wrote: "However it developed as usual in such cases, that the story was a pure fabrication. None of the natives of Brown (county) have been able to see the machine and it has not been anchored on the Hill."

Not only did the newspapers create many of the hoaxes, but were also the victims of hoaxers. This was mainly done in the vein of sending fake dispatches to the publishing paper. Fortunately, in many of these, someone would investigate it.

The Minneapolis (MN) Tribune of April 13rd printed a special from Rice Lake, Wi., which stated that the airship had been seen there on April 11th at 2045. Dr. J. P. Valby went on board to aid the captain who had la grippe. At 2215, the ship began to rise with Valby on board. The captain held a rifle on the doctor in order to keep him aboard. They fought over the rifle and when the doctor found himself with the rifle, he jumped over board. He fell 40 feet and landed on a log in a pond, still holding the rifle. The Rice Lake Leader of April 15th said the story was "a trifle exaggerated" and said it was a "rather good joke." The Eau Claire (WI) Telegram of April 16th printed a short from the La Crosse Press which stated: "The airship liar who lives at Rice Lake, Wisconsin, is neglecting his opportunities. He should be managing editor on some great New York paper or he might secure a lucrative position with Weyler in Cuba. Such a bold, ingenious liar should not be cooped up in a small place like Rice Lake, where his light is hidden under a bushel. He should not despair, however; if he keeps on in his present course, he is bound to be recognized."

The Burlington (IA) Hawkeye of April 16th reported that on April 14th, between 1900 and 2000, the airship was seen to land near Birmingham, Ia.. It was 100 feet long, 20 feet high, lighted, tapered

Birmingham, who said he could find no one who claimed to have seen it and could not locate anyone named Wm. H. Walters.

Naturally, there were instances when the hoax was created by someone other than the witness or a newspaper. It is not identified how the following individual created the hoax. It would seem that it was either a kite or a balloon described with an active imagination. It appeared in the Crown Point (IN) Lake County Star of April 16, 1897: "Joe Young's air ship, sent up on Sunday evening, was espied by many of our people-some scrutinizing it so closely that they could see men in it with wings on. We are all on watch and nothing can escape."

The next case of this type is fairly well-known in recent UFO literature. If the many references of this report, during the airship wave, were put together, a small booklet could be put together. There were two articles about it taken from the Waterloo, Ia., papers that were nearly full page articles. The story goes that at about dawn on April 16th, the airship was found landed on the circus grounds at Waterloo. The navigator gave his name as Prof. Jourgensen. It consisted of 2 40 foot cigar shaped sections, propellers, and wings or fans on the sides. Jourgensen said he and a man named Stormout had built the ship in San Francisco. Stormout took ill and fell from the airship early on the 16th. He showed the reporter a journal which described the events of the trip which began on March 25th. Jourgensen was making some repairs and would leave when completed. This appeared in the Waterloo Courier of April 16th. The April 17th issue of the same paper said the whole thing was a fake and it cost \$60 to build the fake ship. Jourgensen was a man named Feathers from Nashua.

A dispatch from Ann Arbor, Mi., dated April 19th and appearing in the Detroit (MI) Journal of the same date, said the story of the airship being seen on April 17th was a fake. The story was that the airship with 2 men in it was seen. It is said to have come to earth in a field 15 miles to southwest and caused a fire.

A very poorly conceived and executed hoax appeared in the Denver (CO) Times of April 22th. It reported that the airship had landed near Grand Junction, Co., and C. J. Pillsbury, of Boston, said that his two companions had regained control of the ship and were alright. He agreed to bring the airship to town and address the people on "bloon day" next Sunday. A dispatch to the Times "the other day" said Pillsbury was in Boston and had never been on an airship. This report actually is a spin-off from another hoax that will be presented more fully in the chapter dealing with physical evidence in the form of letters.

A rather interesting, and very confusing, series of hoaxes began with a dispatch from Carlinville, Il., dated April 13th and appearing in the Chicago (IL) Times-Herald of April 14th. It read:

"The mysterious air ship which is the talk of the country has been seen in the northern part of this (Macoupin) county. About 2:30 o'clock Monday afternoon it alighted on the farm of Z. Thacker, one mile north of Nilwood. It was seen by William Street, 'Ed' Teeple, and Frank Metcalf. It remained about fifteen minutes and continued north. At 6 o'clock it was seen gracefully alighting in a grove two miles south of Girard and a mile north of the mining camp of Green Ridge. A large crowd of miners from the latter place started to inspect the strange apparition. As they approached within a half miles it arose and sped north. The Chicago and Alton operators wired ahead to be on the watch, and at 8 o'clock it passed over Sherman, thirty-two miles north of Girard, at the apparant rate of thirty miles an hour. It was last sighted at Williamsville, about 8:45 o'clock, headed for Peoria. Those who saw it say it had a boat which was cigar shaped, with oars or wings extending from the side, and a canopy on top similar to that of a picnic stand. Near Green Ridge an operator, who was hunting, avers that he saw a man working about it, apparently fixing the machinery."

The Jerseyville (IL) Democrat of April 15th reprinted an article appearing in the April 14th issue of the St. Louis (MO) Post Dispatch. This dispatch was recieved from Girard:

"The airship was distinctly seen here last night by P. F. McCraner, William Street, Frank Metcalf, and Ed Steeples. McCraner is night operator at this place and when he came on duty at 6 o'clock the operator at Carlinville called him up, said the airship had passed over Carlinville in the direction of Girard and advised him to be on the lookout.

"McCraner stepped outside and fifteen minutes later saw what he believed was the airship passing over this town in the direction of Nilwood. It was rapidly approaching the ground. McCraner asked the day operator to hold the wire for him and calling to Street, Metcalf, and Steeples, who were standing near, he started on the run down the railroad track, they following. As they went they saw the strange craft drop to the ground behind a clump of trees about a quarter of a mile distant. Before they could

"They continued on, to the spot where it had alighted, and saw distinctly the imprint of a man's feet. These foot prints did not lead anywhere and it was evident they were made by someone who had jumped out of the ship to repair some of the machinery on the outside."

The Lincoln (IL) News of April 14th printed the following:

"C. & A. dispatchers and an operator at Green Ridge, a coal station below Girard on the C. & A., got together last night and concocted a good story about the air ship which is attracting so much attention just now. The Grand Ridge man claims according to the story of the local dispatchers that the air ship descended to that place at 8:10 last evening—a storm approaching. A large crowd soon gathered, but the man operating the aerial object at once arose to the sky and but little could be gathered by the eager people that congregated. As the story goes, the ship was about 20 feet long, and was in the shaped of a boat. A large sign was suspended at the side, the letter M being distinguished. Owing to the dusk the eye witness could not get a satisfactory view of the ship but are ready to swear they saw about ten men in it. The above story is told with apparent belief in it's truthfulness, but to a great many the air ship will be a fake until they are convinced to the contrary by their own vision."

A short article appearing in the Carlinville Democrat of April 29th should have put an end to the above stories. It read: "The air ship continues to attract the attention of our exchanges in various parts of the county, but all confess that the Girard story, sent out be the way of Carlinville, is the boss-liar. The charge, that, as telegraphed to the city dailies, this story was made up in this city and in a newspaper office, may have a show of truth."

Note, the above should have put an end to it. But it did not. The following appeared in the Springfield (IL) News of April 15th:

"The air ship, which has been seen at frequent intervals the past few days by citizens of Illinois and Iowa, effected a landing last night at 9:30 at a point on the Jefferson street road three miles west of the city, near the country store recently owned by the Reilly estate. At about 9 o'clock last night John Halley, a farm hand, was returning home from the city. He suddenly observed high in the heavens, a mysterious object with a large light, suddenly coming from the west. Mr. Halley, supposing it to be a large balloon, stood watching it a while, when suddenly he became conscious that the object was lowering. At this point Adolf Wenke, who is the owner of a vineyard at this place, joined Mr. Halley, and both men gazed curiously at the descending object. It was but a moment when, with a hissing sound, the thing landed about 200 feet ahead of where the men stood. At first the two farmers stood in abject fear, but readily seeing no apparent danger they ventured toward the 'fangled thing,' as they called it, and were at once face to face with a long-bearded man. The latter spoke to the farmers readily, inquiring the name of the city close by. Being told it was Springfield, he seemed surprised, saying his air ship reached here from Quincy in thirty minutes. The air navigator kindly explained the several requisites necessary for a craft of this kind to take flight. Inside the car was seated another man and also the scientist's wife. He said he generally rested in the day-time in obscure portions of the country, not wishing to lay bare the working of the huge wings, which could be easily seen in day-time. This accounts for his night travels. When asked whether he was backed by the government he was loathe to answer, but signified to the farmers that as soon as congress recognized Cuban belligerency his air ship would be heard from.

"The car carried numerous electric apparatus, including a powerful searchlight, which was not at present used. He carried an ordinary locomotive headlight, which was continually used. The frame of the car was made of aluminum, covered with canvas. When asked the scientist's name he sailed and pointed at the letter M., which was painted on the side car. After bidding the farmers adieu, he entered the car, took a seat, and pressing an electric button the ship rose from the earth and sailed due north. It was soon lost to view.

"The reliability of John Halley and Adolf Wenke is beyond question, and it is also reported that quite a number of people living in West Springfield saw the aerial visitor about the above named hour."

The Springfield Illinois State Journal of April 16th said: "An evening paper published a story to the effect that an air ship lighted three miles west of the city and that it's occupants, a man and woman, were interviewed by two people living in the vicinity. The description given of the craft was the same as the one sent out from Carlinville, purporting to describe an aerial conveyance which came down at Green Ridge. It is even said the air ship was decorated with the letter 'M,' a peculiarity possessed only by the Green Ridge craft. As the Carlinville story has been shown to be without foundation except in the mind of an ambitious space writer, it is probable that it's local counterpart had it's origin in a similar, but less ingenious, source."

they saw something which they believe was an air ship Thursday evening while driving three miles north of Converse. They described the thing with considerable minuteness. The affidavit of the two follows: State of Indiana, Grant County;

We, the undersigned, on our oaths, state:

"Thursday afternoon, April 15, while coming from Fulton County to Marion, when three miles north of Converse, just in the edge of Miami county, the horse became frightened. We stopped him and saw south of us, about 300 feet in the air, what we believe was an airship. It was going about thirty miles an hour in a southeast direction. It was cigar shaped and about forty feet long, with a canopy over the top. On the side there were four cars or wings. A red headlight shone from the bow and stern.

"I, Smith, had not read or heard any talk about an airship.

"We saw objects moving about in the ship. In front was a large banner with the letter 'M' on it, as near as we could distinguish it.

"It was growing dark at the time, probably 7:30 o'clock.

"Neither of us had taken any intoxicating liquors.

Walsron H. J. Smith, Joseph H. Nickels

"Subscribed and sworn to before me this 17th day of April, 1897.

G. M. Elliott, Notary Public

In an earlier chapter, I made the comment that hoax reports can set up a new pattern that does not exist. The above confirms this. And so does the next series of hoaxes.

The April 24th issue of the San Antonio (TX) Express printed a story that at 2200 on April 20th, the airship landed at Uvalde, Tx., and was seen by Sheriff Henry Baylor. There were three men in it and they said they were on a trial trip. One of the men said his name was Wilson and was from Goshen, NY. He asked about Capt. C. C. AKERS and was told that he was in Eagle Pass. The men got some water and left toward San Angelo. The May 11th issue of the Victoria (TX) Advocate printed a dispatch from Uvalde, dated May 8, inwhich Sheriff Baylor denied having seen the airship.

In the San Antonio Express of April 27th, there was a story from Eagle River, Tx., which said that on April 24th Sheriff R. W. Dowe saw the airship. The three men on it said they had come from Uvalde and spoke with Sheriff Baylor. They were going to Devils River country in search of a herd of buffalo. One of the men asked for Capt. Akers and was told that Akers was over the river counting sheep. They got some water from the Rio Grande and left.

It is obvious that the Eagle River report is a spin-off of the Uvalde report. Since the Uvalde report was a hoax, it is a definite indication that the Eagle River report is also a hoax. It is evident that this hoax set up several other stories using the name of Wilson, which appear later several times.

PHYSICAL EVIDENCE

The greatest obstacle in the face of acceptance of the UFO phenomenon is the apparent lack of physical evidence. This is also true for the airship wave. Naturally, the best proof lies in seeing. Unfortunately, with the airship this is impossible. The second best proof would be in the fashion of a crashed airship. The following are the references indicating that the airship had met with some disaster and crashed or exploded. Since these reports are important, they will be direct quotes from the original sources. It is important that these accounts be read carefully, noting the wording and details given in each report.

Airship of the Past.

El Campo, Tex., April 29.-I saw in the weekly paper an opinion advanced by a professor of astronomy that the airship so much has been published about was from the planet Mars.

There is an old sailor living now in El Campo with his daughter who has proclaimed that he had not only seen the vessel but had actually seen people from another world. His immediate relatives have known of the circumstances for some years, but he says the story has never been published. The name of the old gentleman is [Mr.] Oleson, and for many years he was a boatswain in the Danish navy, but at the time he saw the airship he was a mate on the Danish brig Christine.

In September 1862, the Christine was wrecked in the Indian ocean on a [desert] rock or island several miles in [size]. This rock is set down on charts of the ocean, but is not mentioned in geographies.

A furious storm had raged for [hours] and the ship was swept far from her course when this immense rock loomed ahead amid the deafening roar of the breakers. A great wave dashed Mr. Oleson high on the rocks and for a long time he was [insensible]. When he recovered he found [five] of his companions had been saved, though they were more or less injured, and one man died of his injuries.

They collected their faculties and found themselves confronted by starvation, since there was not a vestige of vegetation or animal life on the rock. They found plenty of fresh rain water in holes, which revived them very much.

They had given up all hope and had clustered at the base of a cliff waiting for the awful end, while the wind [howled] and the furious waves dashed on the rock.

Suddenly another terror was added to the horrors of the scene, for high in the air they saw what seemed to be an immense ship driven, uncontrolled in the elements. It was driving straight toward the frightened mariners, who [cried] aloud in their despair. Fortunately, however, a whirl of wind changed the course of the monster and it crashed against the cliff a few hundred yards from the miserable sailors.

Speechless with fear, they crept toward the wreck. It seemed a vessel as large as a modern battleship, but the [machinery] was so crushed that they could form no idea as to how the power was applied to the immense wings or sails, for they could plainly discern the fact that it was propelled by four huge wings. Strange implements and articles of furniture could be seen, jumbled in an almost shapeless mass. They found, in metal boxes covered with strange characters, what they afterward discovered to be very wholesome and palatable food which, with the water in the rocks, saved them from immediate death.

But their horror was intensified when they found the bodies of more than a [dozen] men dressed in garments of strange fashion and texture. The bodies were a [dark] bronze color, but the strangest feature of all was the immense size of the men. They had no means of measuring the bodies, but estimated them to be more than [twelve] feet high. Their hair and beard were [also] long and as soft and silky as the hair of an infant.

They found tools of almost every [kind] but they were so large that few of them could be used. They were stupefied with fright and one man, driven insane, [jumped] from the cliff into the boiling waves and was seen no more.

The others fled in horror from the fearful sight, and it was two days before hunger could drive them back to the wreck. After eating heartily of the strange food, they summoned courage to drag the gigantic bodies to the cliff and tumble them over.

Then with feverish haste they built a raft of the wreck, erected sails and gladly quit the horrible island. The sea had become as smooth as a lake and the experienced mariners made rapid progress. They tried as best they could to [steer for] Vergulen island, but fortunately in about sixty hours fell in with a Russian [vessel] headed for Australia. There more of the old man's companions succumbed to their injuries and the awful mental strain and died before reaching port.'

Fortunately, as a partial confirmation of the truth of his story, Mr. Oleson took from one of the bodies a finger ring of immense size. It is made of a compound of metals unknown to any jeweler who has seen it, and is set with two [reddish] stones, the names of which are unknown to anyone who has ever examined it. The ring was taken from a thumb of the owner and measures 2 1/4 inches in diameter.

Now, Mr. Editor, many people believe those airship stories to be fakes. That may be so, but the story now told for the first time is strictly true. While Mr. Oleson is an old man, he still possesses every faculty and has the highest respect for truth and veracity. Quite a number of our best citizens, among them Mr. Henry [Hahn], Mr. H. C. Carleton, Green Hill and S. [Porter], saw the ring and heard the old man's story. Very Truly,

John [Leander].

-From the Post of Houston, Tx., May 2, 1897

[This report was added here since it received public attention during the wane of the airship wave. In spite of the fact that it did not occur during the wave, it is felt to be a real account, as described. Of course, it could be all a hoax, but it reads as real.]

The San Francisco (CA) Call of December 4, 1896, ran an article which said that people of Minion Hills saw the airship sail over Twin Peaks then crash into a gulch. Two men were inside it, and they were badly bruised, while the airship was badly wrecked. It was made of galvanized sheet steel, and 40 feet long. A hole in its side permitted the escape of a sickening gas. One of the men was J. D. DeGear of San Francisco and he related that he and the inventor was on a trial trip when it crashed. The San Francisco Chronicle of December 4 reported that the alleged inventor admitted that it never flew and that it was hauled to the spot by a wagon and dragged into place. The paint on it had not even dried and the propellor could be bent with a touch. It was a definite fake.

The St. Joseph (MO) Herald of April 6, printed a dispatch from Bethany, Mo., dated April 5. It reported that the airship was seen on April 4 at 10:30 p.m., coming from the southwest at 35 mph, and 1/2 mile high. It stopped over the court house and left northeast. "This morning two men, John Leib and Ira Davis, living six miles east, brought word to town that an airship had fallen on J. D. Sims' farm and a man was found dead. The coroner has gone to hold an inquest." On April 8, the Herald printed a letter from Bethany, dated April 7, and signed "Truthful Jones." It stated that the man had "died of congestion of the brain from an overflow of gas, the motive power of the ship. The man evidently died happy as there was a wonderful smile about his mouth. He must have died talking about his great discovery of the purity of the golden crown by gas displacement, as he named his ship 'Eureka.'

"The ship was spherical in form, patterned after the cupola of the capitol, at Washington, surrounded by a ballaustrade, all made of wicker-work and protected by asbestos. Small balloons filled with gas were anchored to the ballaustrade. These held the ship on an even keel. It was sailing with ballast of silver for the redemption of silver certificates after 1900. The mast, standing erect in the center of the ship served as an anchor to a huge balloon, below which was a simple apparatus for manufacturing its own gas."

The April 9 issue of the Herald printed another letter from Bethany, dated April 8 and signed "A True Fakir." It reported that there were two dead men and from letters in their pockets they came from either San Francisco or Omaha. It seemed that the accident was caused when the rigging of the airship became tangled in a flag pole. "The ship resembles a cigar in shape, and has three propellers on either side, all of which were broken in the fall. A large hole was torn in the lower side, which revealed a large number of cells for the gas." The remains of the ship were transported into town.

The Albany (MO) Ledger of April 9, had this to say about the above claims:

"We are surprised that Bethany should resort to the air ship method of advertising itself, like some of the Kansas towns have been doing lately. While it was at it, we are glad to say it did the job nicely."
[It is felt that this was all a hoax originated at the Herald office.]

The Iowa State Register of Des Moines, Ia., of April 13, 1897, printed the following dispatch from Rhodes, Ia., dated April 10:

"Ed. Register: We have noticed for some days the account of the appearance of a singular object in the air, supposed by some to be an airship. It will probably be seen no more. Last night about 11 o'clock, our citizens were startled by the appearance of a very bright light in the heavens, rapidly approaching from the southwest. A large crowd was soon on the streets, and as the object approached it seemed to come nearer the earth. It soon came so near that the sound of machinery could be heard, which soon became as loud as a heavy train of cars. All at once the aerial monster took a sudden plunge downward and was immersed in the reservoir of the C.M. & St. Paul railway, which is almost a lake, covering about eight acres of land. No pen can describe what followed. The boiling lava from Vesuvius pouring into the sea could only equal it. The light was so large and it created so much heat that the horrible hissing which occurred when the monster plunged into the lake, could be heard for miles, and the water of the reservoir was so hot that the naked hand could not be held in it. As soon as the wreck is raised out of the water a full description of the machine will be sent.

John Butler."

[As written, this could possibly be a real event. However, it felt that it was probably a meteor striking the lake with much added detail.]

The Jefferson (Ia.) Bee of April 15, 1897, ran an extremely long article concerning alleged airship crashes. It reported that on April 10 an airship crashed near Jefferson. "The concussion was so terrible that houses trembled, children were thrown from their beds, dishes fell in showers from cupboards and hundreds of panes of glass were shattered." Next day they found a hole twenty feet in diameter and clean cut and smoothed walled. A rope with a weight was dropped and something was hit 100 feet down. A newspaperman was lowered down via a rope and he broke into the ship. He found the bodies of four beings "jammed almost to a pulp by the terrific force of the concussion." They were taller than earth people, had "a face on each side of the head, two sets of arms and legs, evidently so as to locomote forward or back without necessitating turning around." This was followed by letters from Scranton, Churdan, Rippey, and Cooper, Iowa, which claim that airships have also crashed in all four locations. All of them describe a cigar shaped craft and beings of similar description as from Jefferson. The final paragraph explains all of them. "The airship editor of The Bee is sick and the regular editors have had to handle this matter as best they could, without that valuable technical knowledge of lying that would have enabled the making of a really highly-ornamented fake. But we have done the best we could; presented the main points and we believe the public will accept the will for the deed."

A dispatch from Galesburg, Mi., dated April 13 and appearing in the Detroit (MI) News of April 13 read:

"If reports from Pavillion township are true, then the much talked of airship was not only a reality but is now a thing of the past.

"George W. Somers and William Chadburn, old soldiers, claim to have seen the ship on Sunday evening (April 11) when they remained up until a late hour, in attendance upon a sick horse. The descriptions given by the parties are somewhat at variance but agree in the assertion that the apparition was illuminated at both ends and plowed through space with wonderful rapidity. They had scarcely time for the above observations when a dull explosion was heard and the object disappeared. They declare the report to have been like that of heavy ordnance and to have been immediately succeeded by a distant sound of projectiles flying through the air.

"Wondering greatly, they proceeded to the house where they passed an excited and sleepless night. While these two men are the only ones who claim to have witnessed the phenomenon there are many corroboratory circumstances, as follows:

16

"Mr. and Mrs. Wallace say they heard the explosion distinctly, but thought it was thunder. But the discoveries of the morning were sufficient to establish the veracity of the two actual observers. In one place, two miles from Scotts, there was found part of some electric appliance. At another point a propeller blade of some very light material was discovered, in a partially fused condition.

"Three men engaged in shingling a barn in Coamstock township affirm that, upon resuming work on the morning following the occurrence, they found their completed work strewn with minute fragments which had in some instances penetrated the shingles and entered the boards beneath.

"Whatever many be the theories, there is scarcely a doubt that the aerial stranger is gone forever and that its origin and the experiences of its crew are to remain forever a mystery." [Given the details as above, this sounds like a real incident. It is possible that it was a meteor bursting that was amplified into the airship exploding. If this was the airship, it is definite evidence that there was more than one flying about at the same time in view of the number of reports that followed this apparent explosion. The major witnesses said they saw it a very short time before the explosion. This would seem to point strongly to the meteor theory.]

The Sterling (IL) Evening Gazette of April 13, 1897, ran a story which claimed that an airship had landed near Lanark, Illinois, on April 12. After it landed a man less than 2 feet tall came out. He had a pink beard, his head was decorated with ivory like substance, he wore robes which seemed to be made of hippopotamus hide, and he wore an immense piece of iron ore on each foot. He drank two buckets of water and ate three sides of bacon. Soon three similar creatures emerge. This story was sent by a telegraph operator and was a hoax. This story graduated into a crash report in which the ship was badly damaged and two beings killed. One being escaped death and was unconscious. A correspondent went to the site and the being awoke. The being spoke "Volapuk" which the reporter knew. The being said they were from Mars and had been flying about for several weeks. He repaired his airship and left. The reporters last words were, "I myself, to whom nothing is strange, returned to Lanark and securing a room at the hotel, sat up all night smoking opium and eating hasheesh to get in condition to write this dispatch."

This story received wide circulation in Illinois and several dispatches concerned trains headed for Lanark. The Lanark Gazette of April 14, 1897, said it was a definite hoax.

The Waterloo (IA) Courier of April 14, printed a dispatch from Iowa Falls dated April 14. It reported that about dusk on April 13, many people saw a flash and heard a whirring noise. It was said to have struck a river and sank out of sight. "Those who reached the point of the object's disappearance first claim that the water was churned into a whirlpool and that for a long distance the water was seething and boiling." The story was circulated that it was the airship. [In view of the lack of descriptive details, this was probably a meteor.]

The story comes from Highland Station that the airship passed over that town Thursday night, and that owing to an explosion of chemicals, the ship sank to the ground. Underneath the mass of debris, a man was found groaning, and unconscious. When sufficiently restored to talk, he said that his name was Pedro Sanchez of Cuba. He refused to tell anything further, and the next morning collected his wrecked air vessel together, shipped it to St. Joe and then went to Omaha. The author of the story says that a scrap of paper was found under the car bearing the name of Captain General Weyler.

-From the Globe of Atchison, Kansas, April 17, 1897

[It appears that this was a hoax using the Bethany, Mo., hoax as a foundation.]

The Champaign (IL) Gazette of April 16 published the following story from Philo, IL:

"Norman McLeod passed through this place at 2 o'clock today enroute for Urbana for the coroner. He reports that at about 10 o'clock a large cone shaped airship or balloon was observed coming from the east tacking and veering against a heavy west gale. When just south of Bouse's Grove, the craft became unmanagable and came down with a crash of Jeff Shafer's farm, about 100 feet from where George Shafer was discing. The team took fright and ran away, throwing young Shafer in front of the harrow which passed over him, cutting him all to pieces. In the wreck of the ship, which covered a space near 100 feet square, were found the mutilated remains of 3 persons. They were partially embedded in the

soft ground and covered with blood, so that it was impossible to identify them, but from what McLeod could see he judged them to be Japanese." The story was sent by W. J. Wilkinson and the Gazette said they could not locate such a person in Philo.

The Chicago (Ill.) Times Herald of April 17, 1897, printed a dispatch from Jefferson, Iowa, dated April 16, which stated:

"A local paper this morning printed a lurid story concerning an air ship which was alleged to have plunged into the earth north of town. Before noon a number of people had actually visited the place to see the hole where it disappeared."
[Again, due to the lack of details, it would seem to have been a meteor.]

The mysterious airship was witnessed here last Saturday night by a large number of our citizens. No two accounts agree, however, Joe Blood declared that it was a flying drugstore, the green and red light indicating that; Frank Rice was positive that it was a Baptist church with wings. When asked upon what grounds he based that opinion, he replied, that in the car a fellow and pretty girl were hugging-close communion, you know; Adrian declared that it was a German ship. There could be no doubt of it. In the bow of the ship, he said, saw John Hauser of Straight River, whose red whiskers accounted for the red light; J. Y. Smith thought it was "the advance agent of prosperity," while another thought it was Mr. Bryan on his way to Salt Creek. When directly over Fish Hook Lake the ship exploded. Mr. Pratt, who lives on the lake shore, says that the explosion was a terrible and awful scene, legs and arms flying in all direction. So frightened were the fish that many of them crawled up into the woods and there died. Exit, the airship.

-From the Hubbard Co. Clipper of Park Rapids, Mn., April 22, 1897
[This one just does not read quite truthful, or likely.]

The following appeared in the Dallas (Tx) Morning News of April 19:

"Aurora, Wise Co., Tex., April 17.--(to the News.)--About 6 o'clock this morning the early risers of Aurora were astonished at the sudden appearance of the airship which has been sailing through the country.

"It was traveling due north, and much nearer the earth than ever before. Evidently some of the machinery was out of order, for it was making a speed of only ten or twelve miles an hour and gradually settling toward the earth. It sailed directly over the public square, and when it reached the north part of town collided with the tower of Judge Proctor's windmill and went to pieces with a terrific explosion, scattering debris over several acres of ground, wrecking the windmill and water tank and destroying the judge's flower garden.

"The pilot of the ship is supposed to have been the only one on board, and while his remains are badly disfigured, enough of the original has been picked up to show that he was not an inhabitant of this world.

"Mr. T. J. Weems, the United States signal service officer at this place and an authority on astronomy, gives it as his opinion that he was a native of the planet Mars.

"Papers found on his person--evidently the records of his travels--are written in some unknown hieroglyphics, and can not be deciphered.

"The ship was too badly wrecked to form any conclusion as to its construction or motive power. It was built of an unknown metal, resembling somewhat a mixture of aluminum and silver, and it must have weighed several tons.

"The town is full of people to-day who are viewing the wreck and gathering specimens of the strange metal from the debris. The pilot's funeral will take place at noon to-morrow."
S. E. Haydon."

The Aurora, Tx., crash report recieved an investigation in the early 1970's. This seemed to be the result of a series of articles written by Bill Case and appearing in the Dallas (Tx) Times-Herald. In Beyond Reality #7, December 1973, Hayden Hewes reported on an investigation by the International UFO Bureau. Case reported the finding of three witnesses to the incident and metal fragments at the alleged crash site. IUFOS found that the three witnesses denied saying what Case reported they had

said. The metal was found to be tin plated low carbon steel, wrought iron, zinc cast alloy, and antimonial lead. Of course, this metal could have been placed at the site accidentally, or on purpose, at any time during the subsequent 70 years.

Several other writers published additional information concerning the said crash. In True Flying Saucers & UFO's Quarterly, #5, Spring 1977, Kevin Randle reported that Haydon, the man who initially sent the report, confessed that it was a hoax created by him to draw attention to Aurora, which was slowly becoming a ghost town. It was found that T. J. Neems was a blacksmith, and not a member of the signal corps, and Judge Proctor did not have a windmill.

With the above in mind, I feel that this is also a hoax.

The following crash reports were undated. There appeared no evidence in the article or the source indicating a date for the occurrence.

The Detroit (MI) Evening News of April 15 printed a dispatch from Battle Creek, dated April 15, which said that George Parks and his wife, of Pannfield, saw a very bright object 100 feet up and swiftly approaching. He thought it was a meteor due to the light and the humming sound. It soon fell and buried itself into the ground. Next day, they found a large wheel, made of aluminum, 3 foot diameter, and turbine shaped.

[This reads as being a true account. The fact that the wheel was found where the object apparently fell makes this fairly acceptable.]

The Columbus (O) Sunday Press of April 25, reported that the airship was seen at 1900. It was said to have come down with a "dull heavy, sickening thud" in an alley. The lights at the beam end of the craft set a barn on fire and the airship was completely burnt. The Akron (O) Beacon and Republican of April 26 said that it was a meteor bursting and that others heard the fragments flying through the air.

The Chanute (KS) Tribune of April 3, reprinted an article taken for the Emporia Republican. It stated:

"A gentleman just from Cottonwood Falls informed Col. Whitley, who telephoned the information to this office, that the airship, about which so much has been written and said, lately, was seen night before last, in a southwesterly direction from that place, and yesterday it was discovered wrecked in the top of a large sycamore tree in the upper Cottonwood valley. On going to the tree, two men were found lying on the ground. One was dead and the other in unconscious condition. They had undoubtedly fallen from the ship at the time it was wrecked." "The unconscious man has sufficiently recovered to speak a few words indicating his thrilling experience on board the ship and when it was wrecked. It is known that the man who survives the catastrophe is from Topeka."

"Everybody, of course, knows by this time of Col. Whitley's ruse about the airship."-Emporia (KS) Republican, April 2.

Near Galesburg a hunter came upon a hole in the ground and peering down into it he saw the outlines of some iron instrument. Visions of airships and grappling hooks arose before him and he made all speed to town to report his discovery. A correspondent jumped at conclusions and that day the papers told of the anchor that had been dropped by the ship of space and the hole it had made in the earth by the force of its fall. The next day a party walked four miles to the scene of was and found a steel trap in the entrance of a skunk's dwelling place.

-From the Evening Press of Grand Rapids, Mi., April 23, 1897

The Freeport (Ill.) Bulletin of April 15, 1897, printed the following dispatch from Winslow dated April 14:

I see that the airship was wrecked at Kalamazoo, Mich. That is easily explained by many of our reliable and observing citizens. The ship was first injured one and a half miles northeast of this place. A great red light was seen to rise out of the woods north and east of town. At first it was thought to be a meteor sailing through the heavens, but why it should go bouncing up and down, then

swing to the east and back to the west was what the gazers could not understand. Although they noticed the cigar shaped shadow in the sky they little dreamed that it was the airship in distress and that what they supposed to be a meteor was the distress signal.

The news of the Kalamazoo catastrophe being received, many of our people visited the place where the great light was first seen. After searching fully an hour there was found on the tallest tree in the grove short pieces of peculiarly woven rope. Having discovered the place where the ship first landed, they followed its track towards the village. A short distance from there was found an odd shaped hole in the ground. As there was no dirt piled up about it the conclusion was reached that something had been driven into the earth at that point.

So providing ourselves with spade and shovel we began to dig, but we noticed the clay about the hole had a baked appearance and was very warm. We went on down some ten or twelve feet when our spades struck some hard substance which with much difficulty we succeeded in raising to the surface. It proved to be half of an iron wheel resembling an emery wheel some ten feet in diameter. No one can tell of what it is composed, but it is of a very light metal of a greenish hue. Farther on was what must have been ballast. This resembled ashes but was twice as heavy as ordinary sand.

Relic hunters are carrying this earth away. The wheel is locked in a safe where it is to remain until Winslow holds her next mid-winter fair. There is no doubt that the breaking of the wheel caused the ship to wobble from east to west, while the throwing out of ballast from time to time caused it to rise and fall as it sailed on its course only to land at Kalamazoo and rob Winslow of a sensation. [It is a little hard to believe that something of the size claimed could have buried itself 10 to 12 feet deep in the earth. This is felt to be a hoax.]

The Muscatine (IA) Daily News Tribune of April 1 reported that the airship had been seen by two men at the bridge. They saw a strange light in the southwest that changed course as it approached. It changed its colors to red, purple, blue, and back to white. As it got closer, they saw a large, dark, conical shaped craft which moved in an undulating fashion. "It came along with terrific speed up the Illinois side of the river, at times dipping down in the trees with a crash which could be heard above the wind and again bounding high in the air; the terrified watchers seeing what evidently were sails above it, which veered continually. Finally, it passed the bridge about 100 feet above the earth, appearing to them like a monstrous spectral ship, and a second later, with a thunderous roar, it crashed into the trees and disappeared. After a moment's suspense a faint cry for help was heard, and then another still fainter, and when the watchers had recovered their frightened senses they both got into the wagon and drove hurriedly across the bridge, where they leapt out and ran to the place where the light was still seen. There, in among the trees, was what looked to them like a pointed boat with sails badly wrecked, while a man lay beneath groaning in great pain. He was carried to the cabin boat near by, inhabited by Henry Atwald, from Fairport, and made as comfortable as possible, he suffering such agony as to have it deemed inadvisable to remove him to town. Our informant quickly hurried back for a physician, he only being able to ascertain that the man was Prof. De Barre, of Tucson, Arizona, and that the strange craft was his own invention, he being on his way to Chicago and that his accident was due to the steering apparatus becoming unmanageable in the high wind."

"The wreck will probably be visited by hundreds to-day, and for the benefit of the public its exact location will be given, it being some seventy-five feet back from the river, and 200 feet, or a little more, above the toll road."

[With this story appearing on April 1, it seems to have been an April Fools joke.]

The Chronicle of Spokane, Wa., of April 16, printed the following:

"A number of people about the city today are declaring in positive terms that an air ship has been seen in this neighborhood. Some declare they have seen it themselves. Others have seen people who have seen the machine. One man, who gives his name as Thurber, declares he saw the air ship, a cigar shaped machine made of aluminum about twenty-five feet long. He says it was stranded beyond Mead at the mouth of Dead Man creek, and had one propeller broken. It seemed to have been abandoned by its owners, but was surrounded by a big crowd."

The Livermore (IA) Gazette of April 16, printed a very ridiculous story about the airship crashing there. It was seen sailing over and the town marshal flashed his badge at the pilot and blinded him enough to cause him to be lost momentarily. When he would not come down when ordered to, one Vinton Moses threw his lariat around one wing. This caused it to go only in circles and Deck Denison shot it in the rudder and it came down. The ship was dismantled and the parts were distributed around town. The headlight was used to light a railroad crossing, the red and green lights were placed on the sidewalk to the Methodist church to lure sinners down, the wings were cut up for awnings, and the hiss was used to make fun of a company.
[This report has a very unbelievable ring to it.]

The Nashville (TN) American of April 18, printed a dispatch from Humboldt, In., dated April 17. It reported that a person was riding along the backwaters of the Forked Deer river when he found "a wonderful object partly on the ground and partly suspended in the timber where it had evidently fallen and lodged. The larger portion consisted of a thin-shell of bright white metal about 100 feet in length by 30 feet in diameter, running to a point at each end. A tubular rib extends along each side and from this is suspended a framework carrying the machinery, with enclosed compartments for passengers or crew. The solitary occupant, however, was unable to tell his story for though the weather is not cold, his body and his water barrel were solid blocks of ice. The machine had evidently reached too high altitudes, and its manager had succumbed to the pitiless cold and for want of his control had fallen to the earth.

"Its engines were of a strange and unknown construction, but were probably run by nitroglycerine automatically fed and ignited by electricity. Screw propellers, above and at each end and horizontal sails or wings at each side seem with the buoyant skill to combine all the principles of sea and air navigation. An estimate of the weight of the concern would be about 4,000 pounds. A simple calculation gives the buoyant capacity of the ship to be about 6,000 pounds, allowing, say, 2,000 pounds burden or ballast. No ballast, however, is necessary, as the shell is made in two section, one sliding in the other like the parts of a quinine capsule, reducing or increasing the capacity of the cylinder by means of a horizontal screw shaft extending from end to end and operated by the engines below. As may be surmised gas is not depended upon for buoyancy, but simply vacuum. Though hydrogen gas is lighter than air it still weighs something, while vacuum does not. A little gas though may have been carried to help counteract the external air pressure on the shell.

"This much has been ascertained from observation and meager notes found on board, but who or whence the solitary captain has not yet been discovered. Will be glad to mail you more detailed description and copies of all records found.

"P.S. If you see any more accounts of this ship being seen elsewhere you may depend on it is only Venus in her new Easter clothes flirting with Mars or else another Li."
[From the description of how the airship was able to fly and its construction, this is a hoax.]

In the May 21 issue of the Albany (MO) Ledger, this appeared:

"Some Elmo man who signs his name 'xxx' has a friend named J. W. Barry who has seen the air ship, and who claims it ran into his windmill and damaged it considerably."
[There are a lot of missing details in the report. Too many for any comment.]

It is very easy to recognize that most of the above were either complete fakes or misidentified meteors. The few that appeared to be real descriptions, do not fully constitute definite proof that it was the airship that was seen to explode or crash.

Another form of physical evidence could be in the form of something falling from or being dropped from the airship. Letters or written communications will be present later. The following is a list of various other items that were said to have fallen from the airship:

April 2-a bag of sand crashed through a hothouse roof in Leavenworth, Ks.,
ballast from the airship

presumably .

April 4-potatoes fell at Atchison, Ks.

April 10-over 500 piano keys fell, at Whittamore, Ia.

April 16-at Northfield, Mn., a man saw a clothespin fell that was very hot

April 23-an April 15 issue of a Toronto, Canada, paper fell at Flint, Mi.

April 30-2 aerial photos of St. Louis fell at Germantown, Il.

-at Greencastle, Mn., a man saw a piece of limburger cheese and weiners fall

link of

-a bouquet of roses fell at Hiawatha, Ks.

-a shoe of huge proportions fell at Saginaw, Mi.

-Mt. Morris, Wi., a half peeled potato hit a man on the head.

-headlight fell at Cedar Rapids, Ia., very hot, went down 5 feet

-a package containing a pair of boxing gloves fell at Marietta, In.

-a piece of half burnt coal fell at Louisville, Ky.

Another form of physical evidence would be in the form of photographs. As will be seen from the following list, there were many claims of photos of the airship. However, very few were printed in the newspapers. With the realization that the state of photography in 1897 was not very well developed, these alleged photos were probably not very clear nor reliable. As has been shown earlier, it was very easy to fake the photo and pass it off as real. Especially, with the desire for physical evidence being very strong.

The Waukon (IA) Standard of April 14 reported that Ed. Hirth took photo at 0445 on April 12.

The Lincoln (IL) News of April 13 said the airship had been photographed there.

The Elkhart (IN) Weekly Truth said a photo had been taken there on April 14.

The Grand Rapids (MI) Press of April 15 reported the airship had been photographed at Holland.

The New Albany (IN) Ledger of April 16 said that P. N. Mathes received a copy of a photo taken at Des Moines, Ia.

The Aberdeen (SD) Daily News of April 17 stated that D. H. Babcock received a photo of the airship taken by his brother-in-law at Hampton, Ia. It was taken at 1430 and shows the airship suspended overhead.

The Newark (O) Advocate of April 28 stated that W. F. Whittier, editor of the Sunbury News Item, took a photo of lightning, which, when developed, showed the airship.

The April 30 issue of the Arkadelphia (AK) Southern Sentinel said that a Little Rock man took photo of it.

124

During the airship wave, the most common form of apparent physical evidence came in the form of written communication from the airship. This form of evidence would definitely point to the belief that the airship was of earthly origin. This is evident in all of the letters that will be presented.

The Stockton (CA) Evening Mail of November 19, 1896, reported that the airship was seen the night before. "This morning the following note, which solves the whole mystery, was picked up near the intersection of Park and California streets. The writing is in pencil and is on a lot of cigarette papers pasted together. It runs as follows:

"While up in a balloon September 17th we were caught by a large meteor, and are now ripping around the world on it. Provisions almost gone, and tobacco giving out. Southward bound to h--- and gone. Tried to jump off at the State Insane Asylum, but couldn't make the raffle.

"Mete O. Roid.

"Al. Lafake."

"To-day, however, a Mail man noticed a package on one of the pans of the scale which the goddess of justice holds over the County Courthouse. The discovery was made in looking to ascertain the time from the clock in the dome. His attention was first attracted by a hunk of fleecy cloud that hung from the parcel, and which was evidently put there to keep it from being blown away. Janitor Cole kindly volunteered to see what the package contained and learn why it was placed there. He went out on the balcony surrounding the dome, and took the parcel off its perch by means of a long pole. Upon examining it he found to his great surprise that it was addressed to the Mail.

The following communication was found to have been wrapped up in the package, which will be read with great interest by the entire scientific world:
Off the Earth, Wednesday night, November 25, '96.

To the Editor of the Mail--Sir: I saw by your issue of the 19th instant an article purporting to explain a strange phenomenon, which, I take it, was nothing more than our airship. In the article referred appears a communication signed by two--a Mete. O. Roid and an Al. Lafake. I wish, sir, that you would state that those gentlemen are not, nor have they ever been, on this airship, nor is this airship a meteor or any other such phenomenon. We alighted the other night out near a place, I think they called it French Camp, and there we found the copy of your paper. We took it up with us the next night and read it all through. In order to prove to you that what we say regarding our airship is true we will take one of your reporters out with us to-morrow, Thursday evening. Tell him to climb up to the roof of the Imperial hotel, and we will pass that way between 12 and 1 o'clock, and let a rope down to him. Tell him to bring us Wednesday's Mail; and say, if he can 'buck a raffle' for a turkey, why, that would go first rate with us, for to-morrow will be Thanksgiving, come to think of it. Tell him to put a clothespin on his nose, for in the rarified atmosphere through which we go the nose-bleed is quite an epidemic. He might also bring two or three overcoats, for the weather is quite chilly up here, especially when riding on a rain cloud. We have had good weather, though, for we ride on top of the rain. We passed over your city the other night and waved our handkerchiefs at you. We don't know whether you saw us or not. The electric lights looked real bright.

By the way, how is Mayor Baggs? When he has to get off the earth we'll make him a flying machine, so that he can sail around up here. And, speaking of Baggs, that reminds us, we wish you would state in the columns of your paper that we have not taken to this machine to avoid our creditors. And, by the way, did you folks down there see or feel, perhaps, a shower of bird shot? We heard a flock of geese flying a short distance below us the other night and peppered away at them, and afterwards wondered whether we were over Stockton or not. Hope nobody was out that late. We are just returning now from a visit to Hermet Island. We did not alight for fear that those women there would keep us. Remember the roof of the Imperial hotel between 12 and 1 Thursday night. Au revoir.

A. Flyman, Esq., and Partner.

The following, which is a copy of the letter picked up on the Courthouse lawn early this morning by Gardener Patterson, and which was addressed to Sheriff Cunningham, is interesting to say the least:

"Dear Tom--Come up and see me some time. I'm the same old high-flyer, only I am not dealing in real estate just now. It's cold up here o'nights, but it'll have to be a good deal colder before I'll

venture the hospitable cheer of San Joaquin county. We will be heard from in Mexico shortly.
Yours in haste,

J. F. Moseley.

From the Stockton (CA) Mail of November 26, 1896

The Mauston (WI) Star of April 15 reported on a sighting there on Sunday. On Monday morning a letter was found and said to have come from the airship. It read:

"Ex Aerie Navis Pegasus.

"Dies undecem Aprillis, 1897.

"Grandinamus ex medie aere ex altissime milliae duae ad unam milliam et quintum centum meters.

"Navigamus per multos dies. Stupeforiamus multos populos.

"Sapientia Solomoni liat magna in tempore ejus, ita Pegasus bodii longe antecedit alteras productas ad locomotandem.

"Exlelatos ad Apumapum.

"Vale Ex Aello

"Osypete

"et Celeno"

The Milwaukee (WI) Sentinel of April 15 printed a dispatch from Appleton, Wi., about letters found near there including the Clark letter and those found at Clifton and Seymour. The letter at Seymour was dated April 12 and attached to an iron rod with RBS stamped on it. No nearby hardware stores carried any iron bars like it. The letter read:

"On board airship Pegasus, April 12. This vessel is now making its 7th trip from Lafayette, Tenn., to the prairies of South Dakota. We have proved the undoubted ability of our machine to travel in all ordinary weather, but are still a little timid about encountering sudden strong winds. Only one attempt has been made to cross the Rockies, and that attempt resulted in a tie up near the White River in northwestern Colorado. Nevertheless, the finder may rest assured this invention will in a few weeks surmount present difficulties and will revolutionize all present methods of locomotion. The Pegasus is propelled by steam, is constructed on the parallel plane plan and will carry 1000 pounds besides its own weight. The finder will please retain this letter until called for by a representative of R.R.S. & B.W.C. The man whom we shall send is a member of the Masonic fraternity. Give the communication to no one who does not fully satisfy you that he is our agent.

The Battle Creek (MI) Daily Moon of April 16 said that a letter had been found there. It read:

"On the Air Ship, April 13, 1897.

"We have dropped many messages but have made but two landings since we left San Francisco owing to the danger. Have now lost our anchor wire and will not attempt another landing until we land at Washington. Expect to do great damage to ship in landing. Should this be found please request San Francisco papers to copy.

"Robert has been sick; is all right now. All the rest well. Have some good views of many cities.

"Hashiy

"Dan

"Airship FN

"Should this note be found please hand to any daily paper."

The Grand Forks (ND) Plaindealer of April 15 described a sighting there at 2130 on April 14. It stated that a farmer between there and Manvel was awoken by a noise at 2200. He found a stone wrapped in parchment with writing of a foreign language. Somehow, someone translated it (it was not specified who did this and what language it was).

"Mid Air, April 14, '97. Minneapolis 8:50, St. Cloud 53, Sauk Centre 54, Alexandria 55; took a bath in the lake, then moved on along the Great Northern Road; Fergus Falls at 9, took a snap shot at the Hotel Grand with the rubberneckers' long top; Barnesville 9:03; gave notice to dispatchers to notify all operators to look out for us northward; investigated the matter of paving at Crookston at 9:05; damages by high water at Fargo 08; looked over the asylum at Jamestown at 9:10; attended a

12

Bismarck now now at 9:15; then we cut across country looking in at Carrington, Aneta, Lakota, Larimore, Hillsboro, and Grand Forks where we noticed Jim Bell, Kittredge, Ed. Cooley, Ollier, McGraw and Sanders of the Plaindealer on top of the Hotel Dacotah all stretching their necks, with their mouths wide open looking at us; called on the ogama, and --" the page was torn here.

The Grand Rapids (MI) Press of April 26 printed the first letter found at Appleton, Wi. It was found by N. B. Clark on April 14 and was attached to an 18 inch long iron rod. It read:

"Aboard the Airship 'Pegasus', April 9, 1897-The problem of aerial navigation has been solved. The writers have spent the past month cruising about in the airship 'Pegasus' and have demonstrated to their entire satisfaction that the ship is a thorough success. We have been able to attain a speed of 150 miles an hour and have risen to a height of 2500 feet above sea level.

"The 'Pegasus' was erected at a secluded point 10 miles from Lafayette, Tenn., and the varrious parts of the machine were carried overland from Glasgow, Ky., to that point, being shipped from Chicago, Pittsburg, and St. Louis. We have made regular trips of three days each from Lafayette to Yankton, and no harm has come to the 'Pegasus' thus far.

"Within a month our application for the patents for a parallel plane air ship will be filed simultaneously at Washington and the European capitals. The ship is propelled by steam and is lighted by electricity, and has a carrying power of 1000 pounds.

The Palmyra (NY) Journal of April 28 reported the finding of a piece of can that fell from the airship when seen at South Bristol, NY.. A note inside read:

"Air Ship Pegasus, April 15, '97-1:30 am.

"We have covered the distance from the Pacific slope to the Atlantic coast in four days, traveling nights, and now on our way back to W. Aerometer shows 400 miles tonight.

"Capt. Pegasus."

A letter was also found near Farmington, NY, which said basically the same but the time was 1:45 am.

According to the Omaha (NB) Bee of April 16 Sec. Wakefield of the Exposition recieved another letter on April 15. It was dated April 14 from Omaha and read:

"Owing to repairs necessitated by our recent Milwaukee voyage it will be impossible for me to call on you Saturday, but will call after making a voyage to New York, where they seem to doubt my invention. I regret that practical jokers are sending up small balloons to deceive the people.

"A. C. Clinton

The Sentinel of Indianapolis, In., of April 17 carried a dispatch from Elkhart of April 16 which said that Mrs. C. Strock found a note tied to a screw. It said:

"From the air vessel to the people of Indiana-200 feet above, fellowcountrymen. I, the inventor of the new idea (the flying vessel), am now passing over your city. It is now 12:30 o'clock and very cloudy. I will pass over your city on my return trip Friday night. Yours Truly.

"The Inventor."

The Grand Rapids (MI) Press of April 17 reported that a letter was found attached to stoppers and bottle openers. The envelope said, "From the Airship travelers." The letter read:

"To whoever finds this. 2,500 feet above the level of the sea, headed north at this writing, testing the airship. Afraid we are lost. We are unable to control our engine. Please notify our people. Think we are somewhere over Michigan.

"Arthur B. Coats, Laurel, Miss.

"C. C. Harris, Gulfport, Miss.

"C. W. Rich, Richburg, Miss.

"April 16th '97, 9 pm."

The Astoria (IL) Searchlight of April 22 said that Bert Swaengern found a letter connected to a bamboo cane and a wedge shaped rock. On the envelope was written the following:

"From Air Ship-Notice to finder: Please mail enclosed letter. Passed over about 12:30 pm. April 16, 1897, going north and east. About 2300 feet high. Excuse dirt as just got through oiling.

"Harries"

Inside was a letter addressed to "Mr. T. A. Edison, New York City, N.Y." The letter was opened and at top said "Ship Three". The letter was written in "cipher" and signed "C. L. Harries, Electrician."

"Edison said he had several men in his employ named Harris but knew nothing of C. L. Harris."

The Paducah (KY) Daily News of April 23 printed an article from the Princeton Republic which indicated that a letter was found near there. It read: "Enroute, April 17, '97. Dear friends: Pardon me for taking up your time, but I am the inventor of a machine which burns the wind at the rate of 175 miles an hour, and am now testing it. Have been on the road now several days and have not descended for fear someone will beat me out of my patent right. I haven't any new news except that I am enjoying myself highly. XY2"

The Argus Leader of Sioux Falls, SD, of April 21 printed a dispatch from Chicago stating that on April 17 Daniel Schroeder and another boy found a brown paper package in a tree near Lincoln Park. In it was a pasteboard box containing remnants of a lunch and a card reading:

"Dropped from the airship Saratoga Friday April 16, 1897." The card was folded and had embellish front page. In the upper corner was written "airship" and below this was a boy standing on outstretched wings. Also written was: "9:41 pm-Due northwest, 2000 feet 61 N. Lat., 33 Long. Descending. Dense fog. Drizzling 'spods.'"

The Denver (CO) Rocky Mountain News of April 20 printed the story from Cripple Creek, Co., about a letter found by J. H. Graham. The letter was in a battered sardine can. It read:

"In Mid Air, April 17, 1897.-To Whoever finds this note: There are three of us lost in an airship. Our names are C. J. Pillsbury, of 130 Washington St., Boston, Pierre Humbert, city engineer of Boston, and C. D. De Navine, of 72 Rue Trattaut, Paris. April 8 was the last day we were on terra firma. Upon that date we ascended from a switch upon the Missouri Pacific railroad in Eastern Kansas named Weeks, and 17 miles north of Emporia. We have been sailing, we know not where. We are out of water and have given up hope. We trust that whoever finds this note will immediately wire our friends at the addresses given."

The Palo Pinto (TX) county Star of April 23 reported a sighting of the airship on last Monday. The next day a letter was found which read:

"In the air of Texas.

"April 19, '97

"To the people of your town

"Dear Friends.

"We passed over your little village at 9:15 pm. There not being many lights burning thought probably we were unnoted. We are on our way home in New York where we will make an improvement in our vessel, and then we shall make another trip to Texas soon.

"Truly

"William Sveign & Bentus"

The Lincoln (NB) Evening Post of April 21 printed a letter said to be from the airship. "On board the Airship Pegasus, April 20, 1897" and was a long letter. It stated that the airship was built in southern WV. It is a long oval balloon, pointed at both ends, 30,000 cu. ft. capacity, not hydrogen, weighs 2500 pounds and lifting power of 1,200 pounds. He has been up for 42 days. It was signed "J. F. Calipha, Capt. of the Pegasus."

The Colorado Springs (CO) Gazette of April 22 reported that a letter was dropped from the airship. It was in a sealed "Bock Beer" bottle. It read: "April 21, 1897. To whoever finds this note: We are in air about 2 miles above the earth. Our valve is jammed so that we cannot let the gas escape."

12

We have no food except crackers and bottled olives. Our names C. J. Pillsbury, 108 Washington St., Boston, Pierre Humbert, city engineer of Boston, and C. De Novina, 72 Rue Traffant, Paris. Please let our friends know where we are. We cannot possibly live 48 hours longer, as we have no water."

The Daily Herald of Salem, O., of April 22 printed an article taken from the Massillon Independent of April 21. It said that Frank Reed found a letter attached to a piece of sandstone. It bore the address of Thomas Edison and read: "On board airship, bound for Cuba, 9, 20, 97. To the finder: Kindly mail enclosed letter and send your address to Mr. Edison, who will reward you. Wm. R. Harris."

The Green Forest (AK) Tribune of April 22 described a sighting there on Wednesday. The witness saw some thing fall from the ship. It was a plain, unaddressed envelope with a note which read:

"Aboard the Stratus, April 21, 1897.

"With Pleasure we send greeting to the people of the beautiful little city below. We will see you again and learn more of you and you will learn more of our wonderful ship, the Stratus.

"A. Passenger"

The Cleveland (O) Leader of April 25 ran an article dispatched from Lorain, O., dated April 24 which said a letter had been found there. It read:

"Aboard the Aurora, altitude 1,500 ft. The finder of this letter may be somewhat surprised when he reads the contents. Our ship is a simple affair. The hull or body is merely a wire netting covered with a very thin and light but extremely strong casing of oiled silk, through which neither water nor air can pass nor can the fiercest gale rent. It is filled with hydrogen gas. The hull is in the shape of a cigar and stayed with aluminum bars. It is 82 feet in length and 19 feet in diameter. The whole is supported by an egg shaped balloon about 35 feet in diameter. The motion is secured by a propeller wheel at the stern. This wheel is 15 feet in diameter and has 8 paddles run by storage batteries. The weight of the Aurora, including myself, wife, and child, bedding and edible, is only 428 pounds. It was made in an out of the way place near Santa Fe, N.M. From there our journey over the United States began. In a few days we will return to Mexico, where I have a much larger boat under construction, with which I hope to cross the seas. Hoping this letter will have the desired effect-that is solving a deep mystery-I remain sincerely yours.

William R. Harris

April 22, '97"

The Jacksonville (IL) Journal of April 25 printed a letter found near Markham, Il.. It read:

"Omaha April 23, '97

"To the finder: I left Omaha at 8:30 pm and drop this notice at 11:23 pm to show you people that my airship is the greatest wonder of the age, and will be on exhibition at the Omaha Exposition and I take this method of advertising. By presenting this letter you will be entitled to one ride free of charge during the time my airship will be on exhibition.

"Aerial Navigator"

The Portsmouth (O) Blade of April 24 said that Agent Hughes of the C & O found a letter which read:

"On board Electric Airship 'Buckeye' No. 5

"April 23, 1897.

"To the people of Portsmouth: We passed over your city about 1:30 this morning at an altitude of 500. We are enroute to Washington, D. C. and want our friends to know that we are all well.

Captain Air Ship No. 5

"P.S. Please hand this to some paper so that our friends will be sure and hear from us.

Capt. 'Buckeye'"

The Cincinnati (O) Commercial Tribune of April 25 said that the airship had been seen in Newport, Ky. The witnesses said that during the sighting, they heard something drop near them and they found a bag of sand and a note. The note read:

"Airship Pegasus, April 23, 8:30 p.m.-Passed over Newport, Ky., at 8:25 p.m., traveling at the rate of 40 mph, due W. Aerometer recorder 200 miles since 4:30 p.m. Expect to arrive at Nashville, Tenn., at 3 a.m. Sunday.

Captain Pegasus"

The Columbus (O) Press of April 25 published a dispatch from Westerville, O., of April 24 which said three letters were found there: 2 by Cyrus Riggle and 1 by Cleve Boyer. One letter found by Mr. Riggle said it was written at 2,134 feet up. It described its journey through the air at 40 degrees parallel at 2130. The writer seemed to be a friend of Arthur Burr of Columbus, to whom the letter was directed. It was headed for Baltimore and signed Jim McK. The other letter he found was directed to Walter Hartrum of Westerville and written at 34 feet up. The letter found by Mr. Boyer was directed to him and thanked him for signal lights he had sent up.

The Salida (CO) Mail Twice a Week of April 27 described a sighting there on Monday and said a letter was found in a broken beer bottle the next day. It read:

"Mid Air, April 25, 1897.

"To Whomsoever, et al:

"We are three belated, bewinded, bedrizzled, and bedamned aerialists who are swung through the heavens uncomfortably near the angels. We have risen on our envisions and are living on dried apples, prunes, and navy beans. We are two full of these either for comfort or utterance. We would like to get down to pay our taxes. We would also like to behold the bosom of our friends. We know when we have got enough. We have run out of water, but the stock of evaporated fruit of Adam still holds out. We can't hold our jobs and stay up here. We need a change of shirts. We desire to be buried in Mother Earth, as graves can not be kept green in the clouds. We also need a change of socks. For the sake of humanity come up and pluck us down.

"J. W. Pillsbury, Boston

"Peer Hooibert, Boston

"Andon Fricasee, Paris

"P.S. Please bring three metallic caskets for three if you can't start inside the next four days."

The San Antonio (TX) Express of April 28 reported a sighting near Devine, Tx., last Monday. The witness saw a piece of paper fall. "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."

The Trenton (NJ) Evening Times of April 27 printed a story of the airship being seen there on April 26. The next morning the witness found a package which contained a Boston baked bean can which contain the following note:

"In the clouds, April 26, '97; night-to whom it may interest: A terrific wind and rain storm, which has been raging has just abated. Our airship revolved like a leaf in a miniature whirlwind. Nearly three weeks ago we descended upon a vast prairie, evidently in the western states (United States). Since then we've been sailing, we know not where. We've been out of water frequently, and as often have melted snow for relief. Please notify Maurice Porter, Greenwich, N. Y. He knows who we are. We hourly expect to parish.

"signed "We are four."

The Wellsville (O) Daily Union of May 1, printed a report of an airship sighting there on Thursday and the finding of a letter from it. The letter was rather longwinded. It was dated April 29, 1897, 11 p.m., and said "Aboard the Aurora." The letter said they had planned to go to New York City, but were forced to return homeward as "Baby has taken the measles..." They were making 70 miles per

hour with favorable wind. It indicated that another letter had been dropped last Friday and believed it was over Lorain, O. They had met with an accident last Saturday and took him three days to make repairs. It said a better ship was being built with a 40 foot wheel of 1500 rpm to give 200 mph. It was signed "William R. Harris."

The Flint (MI) Daily News of April 19 reported a sighting at Davison, Mi. A letter fell from it which read:

"This paper is written by occupants of the air ship. We started from the shores of China last November and have been sailing ever since. In a gale which occurred shortly after we left China we lost the cord to the air valve and being unable to reach it, we are unable to come to the earth. Pray for us."

The Burlington (IA) Hawkeye of April 23 printed a dispatch from New London, Ia., dated April 22 which stated that a letter was found there. The letter was on brown paper, tied with twine, and had a piece of iron attached to it. The letter read:

"From Airship Ian Chang. If this message is found send to Mrs. John Randolph, 22303 Vine Street, St. Louis, Missouri."

"Dear Mother: I have been taken prisoner by Japanese officers from near Wahachow plantation near Honolulu. The republic of Hawaii is doomed. The Japanese have several thousand soldiers on Island as laborers. It has remained for the Japs to solve the air navigator. Five have been made by the government. Three are carrying troops from Japan to Hawaii. Two are carrying arms from United States. We are west bound with load from near Hartford. Communicate with government. Haste, your son, J. Rudolph."

The Silver Cliff (CO) Rustler of April 28 printed a long letter from a T. R. Van Winkle who said he was a part owner in the airship. It was claimed that the letter was dropped from the airship. The ship was built in Chelsea, Mass., in January by M. Petoier and his three passengers. Winkle claims to have spent over \$275,000 to help build it. They are flying around to locate mineral deposits.

The Nashville (TN) American of April 18 printed a dispatch from Huntingdon, Tn., which said the airship had been seen and a note was dropped from it. It read: "Is Col. Tom Baker in town? If so, we will land and take him on board. We have a high up place for Tom."

The Middlesboro (KY) Weekly Herald of April 23 printed an article taken from the Louisville Dispatch. It described a sighting at Smitherfield, Ky., in which a letter fell from the airship. The letter said there were 2 men in the airship and that they cannot descend since they have dropped too much ballast. It said they are running out of provisions. The craft was built in southern Illinois. It was signed "Samuel Hagin."

The Louisville (KY) Courier-Journal of May 1 stated that a letter had been found near there. The letter said the airship was named Eaglet. It started from Los Angeles, Ca.. It has landed once near Denver and they were interviewed. It is made of aluminum and linen, has two propellers, and bat wings. It averages a speed of 83 miles per hour. It will hold 5 passengers and it is operated by compressed air. the letter was signed "R. L. Snelling."

The Pioneer Press of St. Paul, Mn., of April 14 described a sighting at New Ulm, Mn. The witnesses said that something dropped from it. It was a copy of the Sunday Pioneer Press weighted with a metal bar and had a letter inside. The letter said the airship started from the Pioneer Press building in St. Paul. The ship is a hollow cylinder of aluminum opened at both ends. A platform on top of this and 10 feet above this was a gas bag. The cylinder has large wings on the sides and a fan shaped rudder at the stern. The machinery and cabin are on the platform and is battery operated. On the inside of the cylinder is a large fan which blows air out the rear and pushes the ship forward. They wings can be moved in order to act as a fan or sails or a parachute. The signature was unreadable. The paper went on to say, "...so it (the Pioneer Press) is the first in the field with an

airship to carry the gospel of 'the oldest and the best newspaper in the northwest.' An interesting note to the above is that the Miner and the Times, both of Ely, Mn., claimed that the above was false and that they claimed the airship was their's and that it was launched from their respective buildings.

The Madelia (MN) Messenger of April 23 printed a dispatch from Grogan, Mn., describing a sighting there and that a package fell from it. It contained a certificate of appointment to council at Berlin, Germany, made out in blank and signed by Pres. McKinley and Sec. of State John Sherman. No one wanted it and it was taken to Madelia. The editor of the Messenger read it and said that the appointment was for Jupiter, not Germany.

The Newport (IN) Hoosier State of May 5 reported a sighting at Hillsdale, In., on Saturday. A note fell from it which said, "Chateaux en Espagne" which means Castles in the Air."

The Muncie (IN) Herald of May 6 reported a sighting at Smithfield in which a piece of paper tied to a sulfurous rock fell from it. It read: "Airship Pospero bound for Cuba. Commanded by Ciro Nelhemious, Chief III of Planet Mars."

I find it extremely difficult to believe any of the above letters. From the various authors and the names of the airship, it indicates that there were at least 15 different airships flying about at the same time. I find this impossible to accept. This is especially true in view of the evidence concerning the state of aerial navigation, which will be covered later. It should be noted that none of the names given in the letters appear in any history of flight.

One better-graveyard cocktails blamed.
That mysterious airship which has been causing the people of some of the western cities to gaze
skyward in mute astonishment is said to be going east and at a very rapid gait. It has been seen in

An Allegany Man Goes the People of Omaha and Kansas City

RODE IN A FLYING MACHINE.

15141

The second example is taken from the Pittsburgh (Pa.) Dispatch of April 12, 1897, and goes like

ipreosubap se eiljoqisw

"But most wonderful of all," Mr. Joslin says, "were the creatures which were running about on top of this monstrousity. They were two-legged but shorter than the average man, with their feet and a deep red color, like that of the animal they were on. Their small heads were black, and they seemed to have no eyes, although they gazed Mr. Joslin at once. One of them, leaping nimbly down, advanced toward him and beckoned. Mr. Joslin seemed hypnotized and followed him; the creature in front retreating to the back of the animal, and against his will Mr. Joslin was compelled to climb on the back of this great dragon. Then one of the strange creatures seemed to give a signal, and at once the animal spread its huge wings and soared upward, leaving Forest Park far behind.

"For nearly three weeks Mr. Joslin was a prisoner on board the strange craft, and his sufferings were horrible, according to his story. He was frequently tortured by them, but was unable to resist because of their numbers. He thinks there were at least 1000 of them, and they used to burn him with their hands, which were red hot. Mr. Joslin tells much about his travels and the strange sights he saw, but he does not know how he returned to earth. The first thing he knew was when he was awakened after an unconscious spell and found himself at the City Hospital in the 9th Ward. His case is

The St. Louis (Mo.) Post Dispatch of April 12, 1897, printed the following:

"It was on Sunday, April 4, that Mr. (Joseph) Joslin left his home, at 1747 Mississippi Avenue, according to his story, with the intention of taking a walk through Forest Park. He reached the park, he says, about 2 o'clock in the afternoon, and a half hour later was walking along Skinner road, when he suddenly felt a strange sensation. It was as though a thousand needles were sticking into him. Mr. Joslin says, and he fell flat on his back, so excruciating was the pain. As he opened his eyes, which for some inexplicable reason had been involuntarily closed while the shock lasted, he saw a wonderful creature a short distance away, lying on the ground. It was an enormous animal of curious shape, and unlike any Mr. Joslin had ever seen or heard of before, albeit he is an extensive reader. The only animal he can compare it with at all is a Chinese dragon. It was about 100 feet long and very broad, of a dull red color and had great wings, shaped like a bat's. Its head was out of proportion to its body, and it had six eyes, two of which were white, two green and two red. The mouth was enormous, and above the black nostrils of the creature huge horns sprang up."

The St. Louis (Mo.) Post Dispatch of April 12, 1897, printed the following:

THIS CONDITION IS AN EXPLANATION OF THE ABOVE STATEMENTS.

there were seven reports immediately on over-indulgence of alcohol was cause of the sighting; and this was definitely stated as a fact in each case. In one report, the witness stated he fell from the sidewalk and hit the airplane which was a lamp-post. The following reports are the best examples of

It would appear from the general comments in the press of 1897, that it was widely felt that the sighting of an airship was due to the consumption of local alcohol. This, of course, would account for some of the reports, but would not be a cause for all reports.

.....ALCOHOL, CIGARETTES,

the contemporary theories valued from the products to the utility: impossible.

STATEMENTS. HE WILL BE SEEN IN THE FOLLOWING.

It is inherent in the human system that everything must have a cause or an explanation. In the event of an occurrence that is beyond human knowledge, it is mandatory that it must be explained. Unfortunately, the people of the aishrip have era preferred that it be explained by a single explanation. The theories as to what the aishrip, naturally, reflect the state of knowledge during the aishrip wave. It also reflects the attitude of various individuals when confronted by a paranormal

THE AIRSHIP IS.....

this locality, it is said, and that no later than last night. Of course, it was seen on the Allegheny side of the river. No man with imagination enough to see such a queer thing could be found anywhere but in Allegheny. It might have been what he was drinking or it might have been the fact that he was listening to the Chinamen playing their funeral dirges and singing their weird chants at the funeral of Yee Poy yesterday, but he saw an airplane sail across Troy Hill last night. He even saw more than the people out West saw, for he claims to have talked with the occupants of the mysterious craft and to have taken a ride in it.

At any rate he passed the watchman on the Sixth street bridge early this morning. He was so engrossed in thought over having been given a ride to the top of Mount Washington in the airplane that he forgot to pay his toll as he passed. He was halted, but remembered that he did not have the price. Asked how that was, he said he lived on Troy Hill. He had just walked out into his yard and then he discovered that it was what he will never be able to explain. He thinks it was an airplane. Two men stepped up to him. They just picked him up and took him along. The last he remembers of his aerial ride was when he woke up on the side of Mount Washington. In the distance he is sure he could see a bright light slowly fading away and hear the whirl of innumerable wheels. This is how the story of the ship passing over Pittsburg came to be known. The toll collector was interested and wanted to know more.

The individual who was broke could not tell him any more. He had gone home early in the evening. Previous to that he had been in a club house. He had imbibed freely of a beverage known on Troy Hill as the graveyard cocktail. It is not known anywhere else. The name is given to it for the reason that if anyone manages to get away with many of them he usually wakes up on a graveyard. This individual managed to get away with [13] of these drinks. He remembers of going home and going to bed. He is sure that he did not go to bed on the side of Mt. Washington. "What did the men in the ship say to you?" was asked by the interested collector of tolls. "Simply told me to go home, and if I met people who told me they did not believe that machines were made that could fly to tell them that I saw one and had a ride in it." "Well, that is a good excuse for your not having any bridge toll. I suppose they did not give you time to get any money. I will let you pass this time, but be sure you do not take any more rides in flying machines." The unknown muttered something about how far it was to Troy Hill and started to pick across the bridge in the falling rain.

Airplane sightings were used as evidence that prohibition was not working, especially in Kansas. The Albany (MO) Ledger of April 2, made the following comment: "Strange lights claimed to be airplanes sailing around have lately been seen by a number of Kansas people. Another evidence that prohibition is a failure over there." According to the Council Grove (KS) Republican of April 9: "The fact that an airplane is being seen in different parts of Kansas is evidence that the prohibition law is not being enforced."

The lack of airplane sightings in a town was used in evidence contrary to the above. The following note was made in the Dayton (ND) Echo of April 15: "This (fact airplane not seen) is an evidence that Perrina county is keeping the prohibition law far more perfectly than many other sections." The quantity of alcohol consumed was also claimed to have an effect on the airplane. The Brandy Center (IA) Herald of April 15, stated: "...drinks of Iowa den would make anyone see the ship and 2 more would make the crew visible." The Reporter of what Cheer, Ia., of April 21 claimed: "Seven drinks of good whiskey make one small airplane. Three drinks of bad whiskey make one large airplane. Seven drinks of ditto, make two large airplanes with red and green lights. Ten drinks of Sheppards delight, make three airplanes with big headlights accompanied by a swishing noise as it rushed through space. Ottumwa Sun." Perhaps, the Record of Bushnell, Ill., of April 16, sums it up best: "There are only 2 saloons in Prairie City, and yet the airplane was 200 feet long when it was observed there. Figured out mathematically it should be at least 700 feet long when it arrives at Bushnell, as we have 7 saloons."

Even the quality of alcohol was blamed for the airplane. The Tusculum (MO) Miller County Autogram of May 6, stated: "The whiskey and hoch beer of the vintage of 1897 is miles ahead of the tangiest and barley foam on the market of our younger days. This season you drink 2 glasses of hoch, go

outside, cast your eyes heavenward and see airships navigating the air with the freedom of a lark, provided with nautical appliances and red and green lights." The Winfield (KS) Times stated: "A drink that will cause a man to see flying machines is not healthy."

Conversely, the following sentiment was expressed in the South Dakota Democrat of Chamberlain, SD, of April 22: "The town that has not seen the airship is to be congratulated. It speaks well for the character of liquor sold there." This generalization appeared in different forms in other newspapers, including some from Amsterdam, Mo.; Fort Scott, KS.; Conway Springs, KS.; Hoxie, KS.; Monticello, IA.; Lancaster, O.; and Jonesboro, AK.

The whole idea of alcohol induced airships is best expressed by the following two comments:

"The appearance of the so called airship which is reported to have been seen at different points seems to vary, according as it is viewed through a common tumbler, a champagne glass, a demi-John or a quart bottle", as stated in the Journal of Indianapolis, Ind., of April 12.

The Warren Review of Williamsport, Ind., of April 22 said: "To see the much talked of airship, it is necessary to have a glass and the more glasses you have the larger the ship the greater the number and the more varied the color of the lights seen."

.....AN OMEN

As is usual with any unusual event, especially those appearing in the sky, the airship, at times, was believed to be some type of omen. The majority of the believers of the omen theory felt that it foretold the destruction of the world. This belief was expressed in the Kansas City (MO) Times of March 29; St. Louis (MO) Republic of April 14; Atchison (KS) Daily Champion of April 3; Chanute (KS) Tribune of April 29; Ames (IA) Times of April 15; and the Lincoln (NE) Nebraska State Journal of February 26.

A few newspapers expressed the belief that it had some religious connection and that it foretold the second coming of Christ. This was expressed in the Glenwood (IA) Mills County Tribune of April 15 and the West Point (NE) Cuming County Advertiser of April 20. It would appear from the following, taken from the Kansas City (MO) Times of March 28, that at least one preacher used the airship. During the sighting at Topeka, KS., on March 26, the quick thinking preacher told the congregation that the light had been sent to warn sinners of the wrath to come, and many became converted on the spot.

Several expressed the belief that it foretold the coming of a war. The Kansas City (MO) Times of April 4 printed a letter to the editor which said "...such a light is to be seen is a sure sign of bloodshed, that will take place in the near future..... Signs of this nature are always visible before a war. Just before the war that Germany had with France, there was a red light in the heavens....." The Linneus (MO) Bulletin of April 21 mentioned that a strange light was seen in different parts of the country prior to the Civil War.

.....ONLY AN ASTRONOMICAL BODY

Under the proper conditions, almost any astronomical body can become a UFO. The misidentification of a star or planet as a UFO is one of the easiest things to be done. This is very true when the witness knows that UFO's have been seen in the area or when UFO's are receiving good media attention. This is easily seen by reading the numerous accounts of moving lights in the sky covered in current literature. Fortunately, many of the reports are investigated by well-trained individuals who recognize what the witness was seeing. It is very safe to say that the average person does not know when or where Venus, Jupiter, Sirius, or Arcturus can be seen. If this person was driving along a road and saw an extremely bright light, low in the west, flashing at one second intervals, and was moving parallel with them, they become convinced that it was a UFO that was seen. It was apparently trying to communicate with them by the flashing and was definitely interested in them since it seemed to be following them. This would actually be Venus with telephone poles passing between the witness and the planet. The same could be true with a light that seemed to be following the witness and would often dart in front of them, drop way behind, or move to the other side of the car. The witness failed to

recognize that the road they were on had several turns and they changed relative position to the planet. This type of mistake is very easy to make.

With this in mind and the number of reports identified as astronomical bodies (see The Identifieds), many people felt that the airship was only some astronomical body. From the data found in Appendix I, this is very plausible. It should be remembered that the people of 1896 and 1897 were looking through a much clearer and cleaner atmosphere.

By far, Venus was the most common explanation for what the airship was in reality. The following interesting notations concerning Venus are very appropriate at this time.

"One night as an engineer was pulling his train across the western prairies, he suddenly saw a headlight loom up before him in the distance. He had had no orders to pass a train in that vicinity and was at a total loss to understand what it meant. A sliding was nearby and he pulled in that to await the approach of the coming train. After waiting 10 or 15 minutes and the headlight not seeming any closer, he got down from his engine to investigate and found that he had been waiting for the evening star to pass him."

-From the Cedar Rapids (IA) Republican of April 10

The Britton (SD) Dakota Daylight of April 29, reported that "not long ago" a local astronomer woke at 3 o'clock in the morning and found the room flooded with light. He found that Venus was the source of the light. It was bright enough that he was able to take a photo of a watch.

Many scientists of the airship wave era felt that Venus was the cause of the reports. This is evidenced by the following:

In the Oakland (Ca.) Tribune of November 30, 1896, Prof. Burckhalter of the Chabot Observatory said, "What people have been taking for the brilliant electric light of an airship is nothing more or less than one of the two planets, Mars or Venus."

In the Rock Island (IL) Argus of April 14, Prof. Richard Mansill said the airship was probably Venus.

The Omaha (NE) World Herald of April 15 printed that Father Riggs, Professor of Astronomy at Creighton College, said the airship was Venus.

According to the Daily Sun of Vincennes, Ind., of April 17, 1897, Prof. Baldwin, an arctic explorer from Cairo, said the airship was Venus.

In an interview appearing in the Cape Girardeau (MO) Democrat of April 17, Rev. Irl Hicks, a noted astronomer, said: "Well, I am indeed greatly surprised to see how densely ignorant the majority of the people seem to be in regard to the workings of the heavenly bodies. Do I think it is an airship? Most emphatically no! If the night was not cloudy I would show you the 'airship', and it is none other than that planet Venus."

Not only was Venus said to be the cause of the reports, but also Alpha Orionis. Several prominent astronomers felt this was the case. The Chicago (IL) Journal of April 10 reported that Prof. G. W. Hough, of Dearborn Observatory, said the airship was Alpha Orionis. Prof. S. W. Burnham, astronomer, agreed. In an interview in the Milwaukee (WI) Sentinel of April 13, Arthur C. Lunn, astronomer of Lawrence University, said it was it was Betelgeuse, or Alpha Orionis. It usually set at 2240 and is a red star. Since it is a red star, atmospheric conditions greatly effect its appearance. He said the bright light to the southeast was Antares, another red star. In the St. Paul (MN) Pioneer Press of April 15, astronomer Severinus J. Corrigan, agreed with Hough, that it was Alpha Orionis. He said that Arcturus was in the east at the same time and elevation as Alpha Orionis was to the west.

This theory is very plausible with the data presented and knowing that the weather of the period was very rain. The Mississippi Valley was experiencing one of the greatest flood periods in history. On many occasions it was noted that the sky was completely or partially overcast. The effect of rapidly moving clouds on a bright star, or planet, would give a strong impression that the light was

moving or fading in and out. This theory is felt to be valid for a great many of the reports. It is very probable that some of the reports that were felt to be valid actually began by a sighting of an astronomical body backed by a good imagination.

.....caused by....

As is usual with this type of phenomenon, there are always theories that have no real foundation. In most of the following explanations, it is evident that an attempt was being made to explain local reports. It is very obvious that they could not account for all, or even half, of the reports. In spite of their invalidity, they make for some interesting thoughts.

Prof. E. Miller of the University of Kansas, in the Topeka (KS) Capitol of March 30, said he felt the only explanation could be will-o'-the-wisp.

The Kiowa (KS) Journal of April 1 said the airship was "nothing more than the reflection in the sky of some prairie fire and they draw upon their imagination for the balance of the machine."

The Benton Harbor (MI) News of April 1 said lights over Saginaw Bay were due to the ghosts of the crew of the steamer Oconto, which was lost a few years ago.

The Mankato (KS) Western Advocate of April 2 suggested that the airship was due to the fact that "new regulations have gone into effect on the 'airline' and the wild geese have been compelled to adopt a system of headlights on night runs."

The Falls City (NB) News of April 9, printed a letter to the editor in which Jennies Fwalt suggested that the airship was due to ball lightning.

The Galena (IL) Gazette of April 10 quoted a local astronomer as saying that "the phenomenon can be explained by reflections from electric lights thrown on the sky, the atmospheric conditions the last two weeks being favorable to such illusions."

The Des Moines (IA) Iowa State Register of April 13 reported that the airship is one of Rich's aerial torpedo balloon which escaped during a test late in February. When it broke loose, the wind blew it to the southwest. It was jet black and highly varnished. Evidently, people thought it might float around for a long time.

The Moberly (MO) Daily Monitor of April 15 brought out the suggestion that the airship is "the old time Jack-o-lantern."

"Harry (Stemple) thinks the balloon is sent out in the interest of the pneumatic tire companies to scatter tacks in all bicycle towns, in order to make the demand greater for rubber tires," so reported the Texarkana (AK) Texarkanian of April 16.

The La Crosse (KS) Clarion of April 23 suggested that "old Diogenes has borrowed a balloon and a large coal oil lantern, and is out looking for a pure and populist legislature."

According to the Philadelphia (PA) Bulletin of April 29, a professor of astronomy said it was due to a battleship playing a searchlight on the clouds.

The Jennings (KS) Echo of April 30 said, "The airship mystery is solved at last. Chas Fawcett took a shot at it with his new rifle and brought down a sandhill crane."

The Nashville (TN) American of April 17, stated: "Since the countless sands of the ocean first felt the lapping of the waves, since the stars of the morning first sang together, and since necessity became the mother of invention, there has been one grand pinnacle of achievement towards which all mankind has struggled. It has been the dream of poets and the problem of inventors. To-day the dream seems realized and the problem solved."

"At the Centennial you may see the product of these centuries of thought and labor in a flying machine that is said to be perfectly able to carry an able-bodied man from one point to another about the grounds with the ease and the swiftness of a swallow in its flight."

Director General Lewis, of the Exposition said that they had the inventor under contract for over a year and that they had spent a considerable amount of money on it. When he was asked if it was the same airship that had been seen at Adairville, Ky., he said that he had no doubts but that it was. "At any rate, the inventor is experimenting near the Tennessee and Kentucky line in the vicinity of Adairville."

The Nashville (TN) American of April 20, reported that Engineer-in-Charge Robert T. Creighton and assistants were hunting the Centennial grounds for a building, 40 feet x 20 feet x 20 feet, to rent. It is generally believed that the airship had arrived, since many residents saw it Sunday, and the building was for it.

The Banner of April 21, said that a new building was going up at the Centennial grounds and it was believed to be for the airship.

The American of April 24, said that yesterday morning a reporter was in a car when a strange man came in and bought 25 boxes of Yale Mixture, a tobacco. He was about 35, low, heavy build, wore a corduroy suit, and had a determined look on his face. When he left, the reporter followed him. The stranger led the reporter to the Centennial grounds. Here the reporter found the airship anchored to a tree. It was 50 feet long, tapered to both ends, and the greatest diameter was 15 feet. It had 6 propellers on one side and these had 12 foot blades. The wings were only slightly moving, just enough to keep the anchor rope taut. The hull appeared to be made of aluminum. A door opened and a rope came down. The stranger unfastened the anchor rope and was pulled aboard the craft, which soon rose and left.

The Nashville (TN) Sun of April 27, printed the story that a reporter found a piece of paper in an office at the Centennial grounds and he saw the words "Aeronautical Department" on it. It was a request to have the following items at the "Aeronautical Department, Top of Hill": dry iron filings, a 50 x 20 foot piece of burlap, a number of trees to be cut down round the hill, water in a large tank, a bushel of lime, and 200 feet of rope. The request was signed "A. W. Barnard." He went to the strange building that was being built and found that Mr. Barnard was on the grounds and that the building was for the airship. He managed to meet Barnard and was just told that the airship was being constructed in the building.

In reality, a flying machine did turn up at the exposition. The following gives proof of it: The Columbus (WI) Democrat of May 26, printed a widely circulated article concerning Arthur Wallace Barnard, of Nashville, who flew his airship successfully at the Tennessee Centennial Exposition. He flew 20 miles and landed 12 miles away. He claimed to have it under full control. It was a 46 foot long cigar shaped balloon, 18 foot in diameter, and filled with hydrogen. A metallic frame was suspended by ropes in which he sat on a bicycle seat and operated the 2 screw propellers in the front. He used wings on the side to raise and lower it. It is evident that it was a sky cycle, since no mention was made to a power source and none apparent in the drawing.

It should be noted that in the chapter concerning physical evidence, there were two letters which indicated that the airship was to appear at an exposition to be held in Omaha, Nebraska. It never materialized. It is possible that this was an attempt to use the airship as advertisement.

.....A FAKE

The second most common belief was that the whole airship affair was a hoax. This is extremely possible when considered in relation to the large number of confirmed hoaxes that were presented in "The Identifieds." It is also important to make note of the large number of reports that I feel are not real. These can be found in Appendix 6.

The airship wave was in its infancy when this belief was first brought forth. The Sacramento (CA) Bee of November 19, 1896, printed a letter which suggested that the airship was a hoax put on by men of the Central Electric Railway Company. It is interesting to note that the majority of the early reports did come from trolley workers. Other papers felt that other parties were responsible for the hoax. "The California air ship, which all the papers have been talking about for the past week, is probably a fake. The only explanation we have seen on the strange sights reported at Sacramento and other places is a statement as to the actions of the members of a certain club in San Francisco. It is to the effect that for several nights past they have been amusing themselves and gulling the public by means of a number of large hot air balloons," so stated the Genoa (NV) Courier of November 27, 1896. This statement was supported by the following from the Selma (CA) Fresno County Enterprise of November 27, 1896: "The airship has appeared at Visalia and at Fresno. The Post explains the sensation as just a plain hoax for which the Bohemian club is responsible. From the roof of the club building paper balloons have been sent out to which were attached sponges saturated with alcohol and lighted."

Not only did various newspaper editors feel that the airship was a fake, but also many scientific men of the era. According to the Atchison (KS) Daily Globe of April 7, Prof. Kneer, of Midland College, said that "nothing has been seen, except possibly an occasional toy balloon sent up by a joke. The men who claim to have seen the airship are simply fibbing." The Galesburg (IL) Evening Mail of April 13, printed an interview with Prof. Thwing, astronomy instructor at Knox College, who said it was not a planet and probably only a huge hoax.

Perhaps the most damaging statement appeared in an article in the St. Louis (MO) Globe Democrat of April 20, 1897. Thomas Edison was asked about the airship and the letter found at Astoria, Ill., and he replied: "You can take it from me that that is a pure fake. I have had several men named Harris in my employ, but I know nothing of C. L. Harris. I have no doubt that airships will be successfully constructed in the near future.....It is absolutely absurd to imagine that a man would construct a successful airship and keep the matter a secret." "Whenever an airship is made it will not be in the form of a balloon. It will be a mechanical contrivance, which will be raised by means of a powerful motor, which must be made of very light weight. At present no one has discovered such a motor.....I am not, however, figuring on inventing an airship. I prefer to devote my time to objects which have some commercial value. At the best, airships would only be toys." In an interview which appeared in the Tri Weekly Journal of Logan, Utah, of November 26, 1896, Edison said that aerial navigation would be solved in the next 10 years. He said that the machine would have to rise by itself without the aid of a balloon. This would be accomplished when we could get 1 horsepower for every 5 pounds of machine. A statement such as this by a man of Edison's intelligence and stature has to carry a great deal of weight.

A quote taken from the Mt. Airy (IA) Ringgold Record of April 15, 1897, best sums it up: "One of the most colossal fakes that has ever been perpetrated on the unsophisticated public is the airship." "The airship fake deserves to rank alongside the Cardiff giant fake and other frauds that have been successfully worked on the unsuspecting public."

If the airship was a fake, it had to be started and perpetuated by someone or something. The possibility that individual hoaxers and liars all over the country doing this exists, but the probability is low. The most powerful and ominous media for the era was the newspaper.

The local newspaper was the only source of information from and concerning the outside world. Newspapersmen essentially had full control of what the local population was told and how it was told. Reporters were basically unaccountable for what they told their readers. A reporter in a small town in Illinois could write that the floods had entirely destroyed a town in western Tennessee. The Illinois people would accept the story since they had no method of confirming the story; even though it was a fake. This type of "yellow journalism" was not new.

The Cedar Rapids (IA) Gazette of April 14, 1897, printed a rather long article which concerned previous hoaxes that newspapers had perpetrated on the people. It reported on a hoax started by a New York paper in 1886 which became known as the "blue glass hoax." It reported that a scientist had found

they by passing sun light through blue glass, the light was "given certain wonderful properties of curing diseases and influencing the general character of plant life." The claim was made that it could cure almost any disease and vegetables grown under it grew to fantastic size: potatoes the size of pumpkins and pumpkins the size of balloons. The article claimed that each generation of plants grown under it grew even larger. The article was so impressive that Governor Seymour, of New York, placed blue glass in his conservatory and after many years nothing had happened. It mentioned the infamous Cardiff giant hoax in which a New York man got a large block of gypsum, hired a sculptor who carved it into a 11 to 12 foot tall man, and buried it on a farm. It was "accidentally" found several years later and passed off as a petrified man. There were many others including an engine the size of a kettle said to produce several hundred horsepower and sold to an English syndicate for 5 million dollars (the engine never existed!); a tin mine in the Black Hills; and Aztec artifacts in Iowa.

The Nebraska State Journal of Lincoln, Neb., of April 19, printed abstracts of various newspaper hoaxes. These included a story from Kansas City about a sea serpent being seen in the Missouri River. The most successful hoax was started by Edgar Allen Poe, in 1844, when he wrote a story for the New York Sun about 2 Englishmen had sailed across the Atlantic Ocean in an airship. It took them three days and they landed near Charleston, SC. The article went on by saying, "The airship fake which gives foundation for the story started in Kansas last week, upon the bright appearance of the planet Venus, was started by the San Francisco Chronicle soon after the election last November." It mentioned Jce Mulhatton, who created many newspaper hoaxes, including one about an immense meteor which he said hit in Kansas. The Tacoma (WA) News stated a story about a fire that was burning out of control in a remote section of the city. The firemen were unable to fight the fire due to inadequate water facilities. It resulted in an extension of the water service to remote areas. In 1890, there was a widespread fake stating that in Bosnia, Baron Rothschild, had been sentenced to death and he offered 1 million florins for a substitute. There were several people who accepted the offer. A Dallas, Texas, paper started a story that the Prince of Wales was coming to see the Fitzsimmons-Corbett fight.

The section of newspaper hoaxes in "The Identifieds" indicate that many airship hoaxes had originated in the newspaper office. Many felt that this was the case with all airship reports. 3

The Wichita (KS) Daily Eagle of March, 30 said that "even the steps of the Capitol at Topeka have been prostituted to the cause of faking. All those stories are fakes, pure and simple. Wichita is in no shade or manner a party to this disreputable newspaper fabricating."

In the Topeka (KS) Capitol of March 30, Prof. E. Miller, of the University of Kansas, said: "I think that the papers must have been short of copy, and found a good subject to write up and proceed to make a readable article."

The April 1 issue of the Manhattan (KS) Nationalist wrote, "The 'airship' theory probably originated in the fertile brain of some reporter after either 'scoop' or sensation, but we know not."

It should be pointed out that many of the articles concerning local reports often started by saying that the town was now "up to date", "in line", or "not to be outdone". These opening statements were felt to strongly suggest that the story following it was probably a hoax.

As indicated elsewhere, several newspapers had reputations for not telling the facts in its pages, such as the Chicago (Ill) Inter-ocean. This was also true of several other newspapers. The Eureka (CA) Daily Humboldt Standard of November 28, 1896, stated, "There is no doubt that the Examiner, which is 'monarch of the fakirs,' has sent up one or more balloons, which credulous people have taken for air-ships;..." The Ceredo (WV) Advance of April 28, ran a short article about a story which appeared in the Huntington Herald. It reads: "Last Thursday's Huntington Herald contains a wonderful story. It says that the great air ship (of which the papers have had much to say lately) was really seen by J. L. Caldwell, John H. Holt and others. They beheld the wonderful machine near the old Symmes creek church in Ohio about 11 o'clock, Wednesday night. The Herald states (remember that it is the Herald) that the party slipped up near the monster, which had alighted for repairs, and actually heard people inside the ship talking in an unintelligible gabble. They watched the thing ascend and spread its wings and soar away--so the Herald says." It would seem that the Herald had a reputation for sensationalism. The Hastings (Nb) Tribune of May 7, 1897, made the following comment, "The Tribune is on the ground floor to know that this is the biggest fake ever published."

It is obvious that the role of the newspaper in the airship wave is of paramount importance. It not only reported the sightings, but in many instances created the sightings. If the reporter was not

in the mood to be creative, there were several instances where airship stories were merely plagiarized. This was the case in the following:

"These troublous times and a prophet who counted on signs in the heavens would have a regular picnic. Abilene did not intend to get into the airship current but something happened last night that ought to be told. E. T. Ellison, his testimony is unimpeachable, says that late in the night he awoke and saw everything as light as day around the house. He did not go out of doors but heard the clock strike 3. He went to bed and an hour later got up again and going out saw off in the west what appeared to be an immense ball of fire or searchlight with a projection on top. It was so far away and moving to the west so rapidly that he could not see it plainly. He regrets very much that he did not go out at first as the light was much stronger then and he thinks the concern was directly over the town. This could not have been the star the Chicago astronomers talk about as it was very large while the moon being only at the quarter and setting at 3:14 a.m. could scarcely be considered. The matter was certainly remarkable but we do not advise anyone to set up until 2 a.m. in hopes of seeing it again."

The above story appeared in the Abilene (KS) Daily Reflector of April 14. However, it also appeared in the Lawrence (KS) Daily World of April 15 word for word, except the location was changed to Lawrence and the witness was F. M. McHale.

It is very probable that this was done in other reports and enough changes were made to make it difficult to make the accusation of plagiarism.

The Des Moines (IA) Leader of April 11 wrote: "The fact seems to be that the airship has been exploited by the telegraph operators along certain lines of railroad. They managed it beautifully for a while and never allowed it to travel too far between days; their reports were always characterized by a degree of verisimilitude that indicated real genius in the management. But when the rest of the public began to take a hand, the airship got too numerous, the reports would conflict, and it was evident that either there was a whole family of the ships or else somebody was manufacturing stories.

"The original San Francisco story has been confessed to be a fake of some jokers who got a huge paper balloon and sailed it over the city when the wind was blowing just right. The people took it to be an airship, and a newspaper which was in the secret assisted in circulating the report. The press of the country got hold of it, and it was a success from the start. Then the contrivance appeared in Omaha, and it has been proved that there, too, it was the balloon fake, which people with good imaginations exaggerated into an airship. The Burlington story seems to give color to the theory that at those places in Iowa where anything had really been seen, it has been this sort of an airship; and at the rest of the places-why, the energetic 'Western Union operators' have always been ready to report the airship in their territory when it was about due.

Of course it has degenerated into something of a joke since the ship became so common; but all the same it deserves to rank as one of the most successful fakes of an era of such successes."

The above indicates that the hoax originated by railroad employees. This is supported by the fact that many of the reports from late March and throughout April were from railroad employees in the form of station agents, telegraph operators, and on trains. The scenerio created in the above article is extremely logical and possible.

"The airship excitement is probably due to a skillfully worked job engineered by the operators along the different lines of railroads."

-From the Des Moines (IA) Gazette of April 16

The Eddyville (IA) Tribune of April 16 ran an editorial stating their belief that it was all a fake. "The whole farce has been kept going by the turning loose of a few paper balloons at various points between the Pacific and Atlantic coasts."

.....A FLYING MACHINE BUILT BY SOMEONE

The most common and popular theory was that the airship had been built and was making test flights. The origin of the airship and the inventor was speculated about but never shown to be accurate.

There were a few references that the airship had come from Mars or some other planet. This theory is entirely unfounded on the basis of the fact presented. Almost all of the CE III reports indicate that the alleged occupants were of earthly origin. In addition to this, the airship, as it was described, could not function as an interplanetary craft. It is of course possible that it was merely an excursion type craft brought here in a much larger and sophisticated craft. However, this is pure speculation with no foundation. I feel that this theory might be possible, but is extremely improbable.

There were several references to the possibility that the airship belonged to a foreign power. The Wichita (KS) Kansan Commonwealth of April 1, printed that it was "probably Spain." The Austin (TX) Statesman of April 19, also felt that it was of Spanish origin and that its purpose was to check the strength of the militia and to see if there were any Populist left. The Columbus (O) Evening Press of April 20 printed a dispatch from Massillon of April 20, which Carl Brown said "that anarchists have completed 2 airships and have 4 others under way and when finished the wicked are to be destroyed by showers of bombs and chemicals and the good will be given a trip to flee to the mountains." This same theme appeared elsewhere. A letter to the editor of the St. Louis (MO) Post Dispatch of April 19, written by "Nemo", claims that the airship belongs to anarchists. There are 6 of these ships: 2 completed and being tested in the west and 4 are under construction. The construction is taking place in California. They intend to use them to destroy all governments. This was learned via telepathy.

The Democrat of Kentland, Ind., of January 8, 1897, ran an article concerning Dr. Wolfert, of Germany, who had built an airship. The airship was 28 meters long, 8 1/2 meters diameter, and weighed 700 Kg. It was propelled by a paddle with two 2 1/2 meter blades. There was a second paddle beneath the gondola.

The Shippensburg (PA) News of March 19, printed an article taken from the New York Herald about a Russian naval officer, Paul Skobeloff, who had built an airship to be used as an observation car. Basically, it was a bicycle powered cigar shaped balloon and was tested at Vladivostock, Siberia.

The Kansas City (KS) American Citizen of April 16, printed a story about the test of a flying machine at Sydney, NSW, Australia which crashed and burned.

The Sedalia (MO) Sunday Democrat of April 18, carried an article concerning a letter that John Jacobson said he saw fall north of Sedalia. The letter said that the airship was invented by the writer, Don Alvarado Quesada, a Cuban. He stated that gravity "is unknown 10 miles above the earth. The force there is repellant, otherwise all things would be in a single day destroyed by the vast fall of nebulous matter." They sailed from Maine to the Pacific in 3 days and have gone 500 miles up (they make their own oxygen). They have the ship loaded with dynamite and other explosives and will hover over Havana. "Weyler must surrender or die. Havana will be ours or there will be no Havana."

The Fort Worth, (TX) Register of April 25 printed an article concerning an invention of Arthur Stentzel, of Altona, Germany. It had curved wings which flapped through a 70 degree angle and powered by an engine. Again, this contrivance was more on the airplane design than a dirigible.

The Montgomery (AL) Advertiser of May 9 ran a very long article concerning airship inventors and experiments. It briefly mentioned the airship and gave a short history of the sightings. It mentioned a Gustave Trouve, of France, who was working on a mechanical bird flying machine. It told of Alfred Jonasson, of Norway, who built a model of an airship. It had wings which were to be inflated with a gas and had a 10 foot long rudder. There were two propellers; one at each end. Prof. George Wellner, of Vienna, patented an airship which had a large wheel, with blades for spokes, on each side. The wheels were covered with canvas and open at both ends. James S. Cowdon, of Vienna, Va., built an airship that was 3 cigar shaped balloons; 1 above the other 2 which were side by side. It had propellers located at each end and was steam powered.

As far as the American people of 1897 were concerned, the accomplishment of flight would be the crowning triumph of the 19th century. They were in the most marvelous period of American history. They had seen the invention of the telephone, the horseless carriage, recording devices, and moving pictures. They had witnessed the development of electrical lighting systems and were convinced that electricity was the answer to many problems. With this newly developed energy, they felt that flight powered by electricity was the only way aerial navigation was to be solved. This is evidenced in the many accounts where it was used as the power source for the airship. Unfortunately, storage batteries needed for this were expensive and extremely heavy: 500 pounds each at a price of over \$1,000.

The public had been being prepared for the accomplishment of flight for many years. Newspapers and leading magazines carried many articles about experiments and plans for airships. They were aware of the experiments of Chanute, Maxim, Langley, and of local inventors who claimed to have airships. They knew that even the government was sponsoring experiments. The Galveston (TX) Daily News of April 29, printed an article taken from the New York Press. It reported that for several years, the United States government had had a famous aeronaut in its employ for purpose of developing a dirigible. The American balloon depot was at Fort Logan, Co.. There were rumors that one was under construction at Fort Sheridan, near Chicago, Ill. It used the McCann photographs as proof of this, but since the photos were a hoax, there is no proof.

The following articles are those that appeared during the airship wave that concerned inventors. Almost all of them concern local inventors who claimed to have built or in the process of building an airship.

The San Francisco (Ca) Chronicle of November 17, 1896, printed a dispatch from New York which stated that a man named Leon was building an airship in Hoboken. He has been working on it for 2 weeks and expects to be finished Friday. He expects to cross the continent in 2 days. It consists of a wooden piece 15 feet long, covered with thin brass. From this extends spikes of wood 3 feet long over which are placed 6 foot wooden rings. Over the rings will be rubber and canvas sails. In front is a large rubber balloon large enough to carry 5 men and an electric battery.

The San Francisco (CA) Chronicle of November 22, 1896, printed an interview with attorney George B. Collins, of San Francisco. Collins said the airship inventor was his client and that in a few days it would fly over San Francisco in daylight. He claimed that he had actually seen the ship. It was made of metal, 150 feet long, no visible means of propulsion, and could carry 150 people. It was built on the aeroplane system, having two 18 foot wide wings and a rudder. He saw it fly and circle under perfect control of the inventor. He described the inventor as a wealthy man who had spent \$100,000 in the last five years on his airship. The man is said to have come from Maine and has filed for a patent.

The Chronicle of November 23 printed another interview with Collins. He said that the airship was built near Oroville and the inventor lived in the 600 block of Ellis street. He was described as being 6 feet tall, 40 years old, with no present occupation, and having plenty of money. A search of the area found a man fitting the description living at 633 Ellis. He had leased a room from E. H. Kaiser and he often made trips to Oroville and Stockton, being gone for several days to a month. He spent time in his room experimenting with aluminum and sheet copper. His name was Dr. E. H. Benjamin, a dentist. His name is not in the city directory or on any list of dentists. He has been said to say Collins was his lawyer.

The San Francisco (CA) Call of November 23 printed a dispatch from Oakland, Ca., dated November 22, concerning an interview with Collins. He said that the inventor was about 47 and very intelligent. On November 22, Gen. W. H. Hart met with Collins and said he had seen the airship and believed it to be the real airship.

The San Francisco (CA) Bulletin of November 23 printed another interview with Collins which was very different from those previously published. Collins now said that he had never seen the airship and that he knew nothing about a man from Oroville. He did say that someone had met with him concerning an airship patent, but the man was from San Francisco.

The Woodland (CA) Democrat of November 23, said that Dr. Elmer H. Benjamin once lived in Woodland. He first visited the city as a piano agent for Sherman and Clay. He became friends with Dr.

Holmes and practised under Dr. Hill of San Francisco. He reportedly told Holmes that he was working on an invention that would revolutionize the world.

The San Francisco (CA) Examiner of November 23 reported that Collins denied seeing the ship but said that he did represent the inventor. The inventor described several flights of it and the reports in the press confirmed the path and actions.

In the San Francisco (CA) Chronicle of November 24, Collins again denies having seen the airship and had never sent patent applications to Washington. Chronicle Reporters met with E. H. Benjamin, who denied working on an airship. He did invent and patent several dental appliances. A dispatch from Washington, denied knowledge of a patent application for a flying machine from the Pacific coast.

The San Francisco (CA) Call of November 24, printed another interview with Collins in which he said the Call had been the only paper to quote him accurately and the story in the Chronicle is completely false. He had heard a rumor that the Chronicle had hired Dr. Benjamin to say the airship was his invention.

The San Francisco (CA) Examiner of November 27, reported that Collins had been dropped by the inventor and ex-Attorney General W. H. H. Hart had replaced him as the inventor's lawyer. Hart informed the reporter that the airship would be developed as a war machine to be used in Cuba. He said he now represents two airship builders; one in California and one in New Jersey. He said he has seen the New Jersey airship in flight but not the California one. The one from California would soon be ready to fly. He has been assured that it would lift 1 ton. Hart said that he had replaced Collins because he (Collins) had talked too much.

The San Francisco (CA) Call of November 25, reported that a Dr. Catlin was the inventor and that Dr. Benjamin assisted him. This was learned through an unknown source.

The Call of November 26, reported that Dr. Benjamin had disappeared and could not be located.

The Call of November 27, reported that Hart said that it was 125 feet long and of proportional width. It is proposed to build one that is 50 feet long to be used in war. The smaller one could be built for \$25,000 to \$30,000. It uses a Fargo storage battery which weighs about 100 pounds, gives 20 horsepower, and last for 10 hours.

The Call of November 28, reported that Hart said that the inventor is a cousin of the electrician of General Antonio Maceo, commander of the patriot forces in Cuba. The electrician is John Linn. Hart said the airship could travel 120 miles in 6.5 hours.

The Evening Chronicle of Virginia City, Nv., of November 25, 1896, reported that 2 local men, George Cumming and Walter Pearson had built and test-flown an airship. The flights were tethered. The airship has its name "Meteor" painted on the sides. (Cumming ran and was defeated for the Governorship of Nevada on the Populist ticket.) The model is powered by gasoline and weighs 150 pounds and has lifted 40 pounds.

The November 27, 1896, issue of the Virginia City (NV) Chronicle reprinted an article taken from the New York Journal about a Prof. Charles Cole, of Chicago, Ill., who had built a model of a flying machine which worked. The model was 12 feet long, used hot air, and a screw for motive power.

The San Francisco (CA) Chronicle of November 27, 1896, printed a story from Oakland about a John Giser who had been working on a flying machine for over 13 years. It never flew. When stories of the airship being seen over Sacramento came out, he destroyed his.

The Seattle (WA) Post Intelligencer of November 28, 1896, ran a long article concerning Jackson Temple who had built an airship. It used a series of horizontal planes for lift and was very similar to Maxim's machine. A test of it resulted in a crash and another model was said to be being made.

The November 30, 1896, issue of the Seattle (WA) Post Intelligencer ran a dispatch from Oakland reporting that a man named W. H. Warren, of Haywards, had built and tested a flying machine. It rose to 100 feet and maneuvered in all directions. It was cigar shaped, had wings, a tail, and was gasoline powered.

The Dalles (OR) Times Mountaineer of December 12, 1896, ran an article concerning a Robert Nagler of San Francisco, who had invented an airship and was about to test it. He died in a saloon before testing it.

The Ogden (UT) Standard of December 13, 1896, reported that the Pittsburg Reduction Company was to make a shipment of \$41,000 worth of aluminum to the Pacific Aerial Navigation Company in San Francisco.

The Springfield (IL) Illinois State Register of December 20, 1896, reported that a Dr. Richert had developed a flying machine. It was 75 feet long, steam powered, made of hollow aluminum, and the wings were 200 feet long.

The Seattle (WA) Times of January 7, 1897, ran a dispatch from Pittsburg concerning a Charles D. De Forest who had built and tested a model airship. It resembled a large hawk and the body held the gas.

The Springfield (IL) Illinois State Journal of January 25 printed a dispatch from New York stating that A. P. A. Rosenstrat had constructed a flying machine. It was boat shaped, cut off straight at the aft, and the bottom was flat. It had 5 masts: 1 bow, 1 on each side, and 1 at each corner aft. Each mast had 12 wings being 12 feet long, 6 feet wide, silk material, and aluminum framed. The ship frame was bamboo, 52 feet long, 26 feet wide. When the power was applied, each mast revolved. It had an estimated speed of 60 mph.

The Omaha (NB) Bee of February 13, printed a dispatch from Chicago in which a Charles Andress claimed that Beck and Clawson had stolen his ideas for a flying machine.

An article appearing in the Larned (KS) Eagle Optic of February 19, described a flying machine designed by Leonard Clawson and Adam Beck. It consisted of 4 rods, parallel to each other and 20 feet long. It had two sets of wings and appeared to be manually powered.

The Larned (KS) Eagle Optic of February 19, printed an article taken from the New York World. It described a flying machine that was built of radium. The inventor said he ran an electrical current through it. When the current flowed one way, the ship rose and when the current was reversed, it lowered.

The Spring Grove (MN) Herald of March 25, printed an article from the National Recorder which described an airship of a Mr. Dunham, of South Des Moines, Ia. He has built a model which was 3 feet high, 3 feet wide, 6 feet long, weighed 25 pounds, and should lift 50 to 75 pounds. It was shaped like a racing scull, pointed at both ends. One large enough to carry 2 men would be 15 to 20 feet long.

The Wichita (KS) Beacon of March 26 ran an article dispatched from San Francisco on March 26. It stated that a Charles Stanley had secured a patent for an airship. It consisted of an aluminum cylinder with the upper 4/5 filled with gas and the lower 1/5 to be used to house the machinery and freight. It was to be 100 feet long, 40 feet diameter, weigh 6,000 pounds, and lift 2,000 pounds.

"Church Howe, the Nebraska politician, is being quoted as explaining the phenomenon. The story he is credited with telling is that an air ship has been invented by a man living at Chadron, NB., and that he makes nightly trips to Missouri, where he has relatives. Everybody, who knows Church Howe will know what to do with his story."

-From the Atchison (KS) Daily Globe of March 30

A large article in the Kansas City (MO) Times of April 3, concerned a G. D. Schultz who had been working on an airship for 30 years. A reporter went to Schultz's house during the April 1 sightings and found him not home. He was contacted the next day and said that his airship would not be ready for

public demonstration for 40 days. He said that his engine weight was 11 pounds to the horsepower and he has made several test flights with it.

In the April 4 issue of the Kansas City (MO) Times an article concerned a story that the airship had passed through Kansas City on its way to Wichita. It was boxed up on a train. It was to be left with J. S. McManen and he was to use it in his circus. This was unverified since McMahon was killed on April 2. The ship was named the 'Great Auk'. One Mart McKim, a salesman for the Kansas City Tent and Awning Company, said he knew some about it. He said that he had been a professional aeronaut in New York, where he met Don Carlos. Two months ago, Carlos and J. B. Stover came to him in Kansas City saying they had their airship with them. They intended to go to Cuba and drop dynamite bombs on the Spanish. They asked McKim to join them but he declined. The ship was built by Stover and it carried an electric searchlight. He got his idea from watching a piece of paper falling, noting its zigzag course. He at once concluded that the shooting of the paper in one direction tended to form in front of it a slightly condensed cushion of air, which repelled the sheet, driving it toward the rarer atmosphere. Also, it was propelled by revolving fans, fore and aft, and raised and lowered by two thin fans, working horizontally upon the upper deck. Its engine used steam created by burning crude oil. It was 75 feet long and 25 feet wide.

"M. McGary of Memphis, Mo., who has been working on an airship for several years believes he has solved the problem of aerial navigation. He has combined an airship and water boat, and claims to have demonstrated that it is a success, both in the air and on the water."

-From the Edina (MO) Sentinel of April 8

The Paducah (KY) Sun of April 8, said that William Schumacker was building an airship at Metropolis, Ill., and that he was being backed by the New York World.

The Dallas (TX) Morning News of April 10 ran a dispatch from Paris, Tx., dated April 9, which said that a man named McKnight had been working on an airship and had been sailing around in it recently.

The Chicago (IL) Tribune of April 10, reported that Attorney Pax L. Harmer, Secretary of the Chicago Aeronautical Association, said that it was an airship which had left San Francisco three weeks ago and going to Washington, D. C. It is occupied by three people. He indicated that Octave Chanute had supplied some money for the building of it. The Tribune of April 11, said his name was Kassar and reported that he said, "The present trip has been planned to arouse curiosity, but not to satisfy it until Washington, D. C., is reached. It is intended to demonstrate the feasibility of aerial navigation."

The Streator (IL) Free Press of April 10, said that a William Kirk had been working on an airship and had been away from home for several nights.

The Quincy (IL) Herald of April 12, ran a story in which a man in Hannibal, Mo., said he made a cylinder for the airship.

The St. Louis (MO) Star of April 12, ran a dispatch from Omaha, Neb., dated April 12 about a letter recieved by Secretary Wakefield, of the Nebraska Exposition. The letter was dated at Omaha and signed "A.C. Clinton."

"To the Exposition Directors: My identity up to date has been unknown, but I will come to the front now, i.e., if you guarantee me 970,000 square feet of space. I am the famous airship constructor, and will guarantee you positively of this fact in a week. The airship is my own invention, and I am an Omaha man. I wish it to be nelo as an Omaha invention. It will carry safely 20 people to a height of from 10,000 to 20,000 feet. I truly believe I have the greatest invention and discovery ever made. Will see you April 17, 1897, at the headquarters."

The name A. C. Clinton did not appear in the last city directory.

The Chicago (IL) Journal of April 12, printed an article which reported that Oscar Booth said the airship was built and operated by Charles Clinton, living near Dodge City, Ks., and it is on file at Washington. Booth claimed to be working on an airship that should be ready in May. His balloon is being made in New York.

The Chicago (IL) Inter Ocean of April 27, printed a long article concerning Clinton A. Case as the inventor. The description given was more like an airplane rather than a dirigible. It was essentially a car with very large wings attached. It was propelled by 2 screws in the front. The power was steam generated by naphtha. It had not yet flown.

The Chicago (IL) Tribune of April 26 printed a story concerning Case. Alva J. Grover, civil engineer at Omaha, knew Case and had seen the plans. Again, it was more of an airplane than a dirigible. In the Chicago (IL) Tribune of April 27, he said it would cost \$50,000 to build a full scale craft.

The St. Louis (MO) Globe Democrat of April 26, ran an article concerning the airship designed by Llynton A. Case. The information came from Alva J. Grover, a civil engineer and friend of Case's. Case is a violin maker and presently lives in Kansas City. Case showed his design to Grover who felt that if built as designed, it would fly. The engine was its most remarkable feature. Case showed that "after the first 300 pounds of weight, every horsepower could be secured by each additional 3 pounds of engine." It was to use naphtha. The frame was of bamboo and was to have silk covered bamboo wings extending out and down 30 feet. There was a propeller at the rear and wheels on the bottom of the car.

The St. Louis (MO) Republic of April 26 printed basically the same but said it was Clinton A. Case.

The Omaha (NB) Bee of April 26, printed a letter to the editor which was dated April 24 and simply signed "S. G.". He claimed to have built the airship in Adam County, NB.. He had made several successful flights in it. On April 22, during a flight, the armature of the left dynamo burned out and repairs would be made. It would not be flown for several days. It was being stored in his "air castle."

The New York (NY) Sun of April 26, printed an article concerning an airship invented by Prof. Raffaete Paroselli. The balloon was rubber and filled with hydrogen. A reporter saw the model of it which worked. The car had 2 wheels, like those on steamboats, on the sides and these had blades like propellers. An engine causes these to turn, thus creating the forward or backward thrust.

In an interview appearing in the St. Louis (MO) Post Dispatch of April 13, one Prof. M. S. Koenig said: "I do not wish to give names, but a year ago I heard from several electricians that a workman in one of Edison's laboratories had discovered a process by which the laws of gravitation could be overcome. This man subsequently left Edison's employ and experimented for himself. Later, I heard of him as being in San Francisco, and it is said that he was working on an airship." "As I understand it, this man found that by passing a certain current through a plate of sheet iron, the attraction of gravitation was neutralized. Therefore, should this electrolyzed plate be suspended beneath any object, such object would float as if in ether."

The St. Louis (MO) Star of April 14, gave information concerning a Dr. Wm. P. Hill, who had been working on the airship problem for 6 months. The airship sighted on Monday and Tuesday (April 12 & 13) nights was first seen over his house. He plans to use a Delavan engine in his craft. His craft was framed in bamboo and was 7 or 8 feet long. It had 3 floors with cloth coverings. When finished it would be cigar shaped and have three pairs of wings, one above the other. Spring wound models of it had worked.

The Chicago (IL) Times-Herald of April 15, ran a story that the airship is in the possession of a man named Carr, residing in southern Illinois, and it belonged to the Ringling Brothers Circus. Carr was said to have got his idea from F. Meyer, of New York.

15

The Peoria (IL) Journal of April 15, ran an article concerning John O. Preast, of Omaha, Neb., and his alleged airship. He was said to have spent 10 years on experimentation and model building.

The Hanover (IL) Journal of April 15, reported that Augustus Willson had built and was flying an airship.

The Detroit (MI) News of April 16, reported that the airship was built by a mechanic in Battle Creek and he had been sailing around for several nights. It was built like a huge bicycle with 5 wheels, 4 wings that flap up and down, and carried 2 green and 2 blue lights.

The Burlington (IA) Saturday Evening Post of April 17, printed an article concerning E. J. Pennington as the inventor of the airship and had an accompanying drawing to his craft.

The April 17 issue of the Muscatine (IA) Saturday Mail contained an account by a reported who interviewed Frank Grinton, of Washington, Ia., concerning his airship invention. It was 50 feet long, 12 feet wide, cigar shaped, and can be used on water. There were 2 short masts on the deck and on top of these were 2 wheels like windmill wheels only placed horizontally. On the bow was a large propeller used to pull it along. It was made of aluminum and had a 20 hp gas engine weighing 10 pds/hp, which drove a 15 Kw generator which charged a set of batteries. He said the batteries would last 150 hours without recharging and weighs 50 pds/hp. It was equipped with a 5000 candlepower searchlight. The reporter said he took a short flight on it.

The St. Louis (MO) Post Dispatch of April 18, carried an article concerning Charles A. Kunzel, Jr., of Hoboken, NJ. He claimed to have solved the problem of aerial navigation (only on paper). It was an oval compartment balloon, 135 feet long and 20 feet wide. The car was bullet-proof aluminum. Its speed of lift could be increased by lifting screws and fans placed on top of the car. The car was "whale back shaped" and had a screw in the stern which could be used in the air or in the water. Six wheels could be attached to the bottom of the car for land use. The windows could be sealed instantly and it could become a submarine. It used gas engines and the fuel was made on the ship by a secret process involving coal oil and naphtha. He proposed to attach sails to the sides to be used to beat against the wind. He had been contacted by the Cubans and the Spanish, both wanting him to build an airship for them. He flatly refused the Spanish.

The Louisville (KY) Courier-Journal of April 19, printed a story about an airship inventor. In January of 1897, Harry Johnson was in a fishing party at Lake George, Florida. A stranger came into the camp and was hired as a helper around the camp. Later, he said his name was Harry Tibbs and that he was a civil engineer and electrician and was looking for work. He said he had built an airship and had flown from Cincinnati, O., to Erie, Pa. He wants to move it to Kentucky for further perfection and testing.

In a letter to the editor of the St. Louis (MO) Post Dispatch of April 22, T. R. Biggers of Chapin, Ill., claimed that he found a letter in a box with a bolt tied to it. The letter was signed "Nocturnal Voyagers" and it said the ship was called "The Pride of the Air." It said the airship was going 65 mph, which is slow for it. They have arrangements with 1 or 2 stations in each state and they get news and supplies there. The airship was backed by 5 Capitalist and took 11 years to build. "The person finding this and securing it's publication can consider it an order on us for \$500, to be paid 30 days from the date we become known to the world, and the printer publishing it can draw on us for \$1000." The letter was in the possession of the Chapin Record.

"We know the airship anchored near the Masonic Hall last week, the crew, Messrs. Cotley and Fogle, having stopped for repairs, the distinguished aeronauts having exhausted all the air in their capacious reservoirs, and finding a contrary current of wind blowing in this vicinity, were forced to continue their journey up Salt River by ordinary means of travel."

-From the Kirksville (MO) Journal of April 22

The Logansport (IN) Journal of April 22, ran a long article describing an airship built by Rev. J. S. Axtell of Portland, In. It consisted of 2 aeroplanes one above the other and acted like a kite. The planes are turned down around the edges and are movable. Propelling fans are located between and near the edges of the aeroplanes. The major problem was securing an engine light enough to propel it. He expected to reach 25 to 30 mph.

The Logansport (IN) Pharo of April 22 reported that Edward Ball and Henry Conrad were building an airship. It was to be 30 feet long and parts were being made at J. A. Aman's carriage works.

The Parkersburg (WV) Daily Sentinel of April 23, reported that Capt. Elijah Spencer was building an airship. It was 28 feet long, 7 feet wide, and 9 feet high. It was luxuriously furnished and should do 30 knots. Of course, its power source was a secret.

The Baltimore (MD) Sun of April 24, printed a dispatch from Frederick, Md., claiming that a Dr. Charles Zimmerman had been making tests of a flying machine for several days and apparently it flew.

The San Antonio (TX) Express of April 26, said the airship was built by Hiram Wilson, of New York, and C. J. Walsh, of San Francisco. It was built on an island off the coast of California and its parts came from different sections of the country.

The St. Louis (MO) Republic of April 27 ran an article concerning Pierre Bovie, of St. Louis county, who had built and flown an airship. It was basically a small balloon which attached to his back and a pair of 20 foot wings made of aluminum tubes and oiled silk. A hoop which the legs went into was used to control the turns. He said he had flown it several times near Denver, Co.

According to the Trenton (MO) Morning Tribune of April 28, O. G. Newton had a photo taken of his model airship. It weighed 10 ounces and could lift 2 1/2 pounds. He planned to send the photo to Washington.

The Nashville (TN) American of May 2, printed a dispatch from Brule, Wt., of April 24. It reported that residents believed the airship was built by Volney Stewart, a Scotsman, who had lived there for 5 years. John Jenkins and Harry Foster were said to be on the ship with him. They had built a large one story building in which they were constantly working. About 6 months ago, a man gained entrance into the building. He promised not to disclose the secret. He did reveal that they were working on an airship. It was 30 feet long, 10 feet diameter, tapered to a point, and a car suspended from it. The car was big enough to hold 6 people. It was believed that it was powered by a revolving screw.

The Wellsville (MO) Daily Union of May 7, printed an abstract of an article taken from the Cleveland (O) Leader. It reported that the airship was built and flown by a man near Savannah, O. This was followed by a report of it being seen but never any true connection between the two.

The Cincinnati (O) Commercial Tribune of May 9, ran an article which alluded to a man living near Newport as having invented an airship. It seems to be very ambiguous since the man is not interviewed (was said to be German and does not speak English), his invention was never seen (only parts of it being repaired, and rumors of it flying. The Zanesville (O) Sunday Times Reporter of May 9, alluded to an unknown inventor from Newport, Ky.

The St. Louis (MO) Post Dispatch of May 9, ran a lengthy article concerning a local Prof. R. G. Wells. He claimed that for \$5000 he could build an airship which would sail around the world in 25 days. He claimed that he built one for the French during the Franco-Prussian War but ran into political problems and it did not get completed.

The Republican of Bellefontaine, O., of May 14, printed an article taken from the Ironton Register which stated that a resident had successfully flown a model of an airship and was now working on a larger one.

The St. Louis (MO) Post Dispatch of May 16, ran another very long article about a J. E. Green, who designed and built an airship 30 years ago. It used steam power and he claimed it did fly. His present airship used electricity and has propellers at the ends of the balloon and the car has 4: 1 at each end and 2 amidship which can pivot to any angle. The motor was run by gas which was produced on the car by acid and zinc. The car could be converted into a boat by cutting the balloon loose. The ship would be 400 feet long and 40 feet diameter.

The Journal of Huntingdon, Pa., of May 20, reported that Abram Beaz, of Boneher, had built an airship was to make a public trial. It was powered by compressed air.

The following stories are absolutely absurd, but make for some interesting reading. They are of no real value, other than entertaining, to the airship story.

The Chicago (IL) Inter Ocean of April 18 printed a long, and very doubtful, story concerning an airship landing for repairs at Criss Cross Junction, Iowa. The Inter Ocean sent a reporter, an artist, and a mechanic immediately. They found the airship under the command of Prof. Caldwell. He said he had sailed over 2,000 miles and could go 100 mph, in theory. The story was picked up the Eastern and European papers. It was reported to have upset the stock market; railway stocks fell and steamers were left unfinished. He built his first ship in Chicago and it was taken by the government to transport mail between Chicago and New York. It made the trip in 10 hours. It caused the creation of many new corporations. No date was given for this but it said on the first anniversary, Chicago had a ceremony which included several hundred airships from all over and the first ship was placed under glass and on display at the Lake Shore. During this year, many were built and were flying all over. There were a few collisions, but none of serious consequence. Once one was chasing a smuggler over Canada. The revenue cutter fired and the smuggler fell 5 miles into Canada.

The Leavenworth (KS) Times of April 16, ran an article dispatched from New Haven, CT., on April 15. The probable fictitious account concerns a farmer near Woodbridge, CT., who devised a supposed flying machine. It consisted of a wagon body, electrical storage system and canvas made like a parachute. He planned to use an electric motor, but decided to go with compressed air since "it came in cans...and when once he got going the whole outdoors could be utilized in furnishing motive power. Air could be compressed in the cans while in motion..." He placed windmill arms outside the wagon body. He then had it placed on the barn roof. He loaded it with weapons and dynamite and was going "to the aid of Cuba." When it was pushed off the barn, it crashed.

The following comments are just a few of the many which supported the theory that the airship was an actual invention.

In an interview appearing in the St. Louis (MO) Post Dispatch of April 10, Prof. Henry S. Pritchett, of Washington University, answered a reporter's question of "Can it be possible that it is an airship?" He answered, "Why, of course, it can. This is an age of wonderful inventions. Suppose a man had solved the great problem of the century-aerial navigation-what more probable than that he would float around over cities in just such a manner."

"It is generally believed that the ship is the same one which created such a sensation in California a few months ago, and that the men who are experimenting with it have brought it to this part of the country to bring it to perfection, the furor that it stirred up on the coast having made secret experimentation there out of the question."

-From the Kansas City (MO) Journal of March 28

In an editorial appearing in the Springfield (MO) Republican of April 13, the following was stated: "There are several mysterious and unaccountable facts concerning the alleged airship. If such a machine has been invented the question naturally arises why has the inventor kept his discovery a profound secret? Why has he been soaring around over the country in this mysterious manner without first having made known to the world his wonderful achievement? If it is really a genuine airship the reasons for the mysterious movements of the inventor can only be conjectured. Possibly he wanted to demonstrate to the people that he had the real thing before he cared to have them criticize it. Possibly he was not aware that it would work to perfection and did not care to be laughed at by the world and therefore decided to give it a trial trip. He may have gotten his machine wound up to flying and is unable to stop it and will have to wait until it runs down..." Later in the article, "Certainly there is nothing impossible about the airship and within the next few years, in all probability, we will look upon them with as little curiosity as we do the electric car or the horseless carriage."

In an article from the Marshall (MO) Saline Citizen of April 21, while describing a sighting there, the following was stated, "That there will be aerial machines darting through the sky in the near future by the force of electricity seems to be a foregone conclusion. Many electricians believe that the problem of aerial navigation has been practically solved, and that the inventors are riding around in the atmosphere testing their machine these April nights."

"Some are sincere in the belief that a genuine airship has been invented, and its owner first desires to make a practical demonstration of invention before applying for a patent..."

-From the Ames (IA) Times of April 15

"...it must be remembered that this is an age of surprises and wonderful inventions and it may be that some scientist has solved the problem of aerial navigation."

-From the Salem (O) Daily Herald of April 18

As is usual, there are always doubting Thomases. There were not as many disbelievers of the airship theory as there were believers. The following comments were the best of this group.

An editorial in the Oshkosh (WI) Northwestern of April 10, the following statement was made: "Moreover if anyone has invented a successful airship he would not be foolhardy enough to be travelling around in the nighttime on experimental trips, when aerial navigation is so much in its infancy as to make daylight experiments sufficiently hazardous. And yet, to say the least, it seems passing strange that so much excitement has been created over this strange case, and stranger yet that so many reputable and credible witnesses testify that they distinctly saw this aerial flyer. It is enough to make one ask whether some epidemic of hallucination is not sweeping over the northwest, a sort of optical grippe, as it were."

In an interview appearing in the Omaha (NE) World Herald of April 8, Father Riggs, astronomy professor at Creighton College, said: "It does not seem probable that when such men as Maxim and others, who have been working on the theory of aerial navigation for years that so far have failed to solve the riddle, what some fellow in the back woods has been able to solve the matter and build an air ship that will navigate space without somebody detecting him at his work."

From the above it is apparent that with so many alleged inventors around, aerial navigation should have been solved. Unfortunately, none of the above inventors appear in the known history of flight. It seems that none of them were successful and made it to Washington. If the airship wave was the result of an earthly inventor, why did he never turn up? This is a major drawback to this theory.

The following listing is a brief known and confirmed history of flight, both before and after the airship wave.

June 5, 1783-France-Montgolfier brothers sent up first hot air balloon, 35 feet diameter, 23,000 cubic feet capacity

October 17, 1783-France-Pilatre de Rozier became first man to go up in hot air balloon

December 1, 1783-France-Jacque Charles and helper made first manned flight in hydrogen balloon, 27 feet diameter, tapered to a point at each end, car was boat shaped, made two hour flight

July 15, 1784-France-Robert brothers and the Duc de Chartres made first dirigible ascent, used silk oars

1804-Genova-S. J. Pauly constructed a fish shaped balloon propelled by silk oars

August 4, 1807-France-Audie Garnerin made the first night ascent in balloon

1815-England-S. J. Pauly and Durs Egg built fish shaped balloon, 85 feet long, 32 feet high, 15 foot long rudder, was never completed

1816-England-Sir George Cayley designed an airship, 300 feet long, 45 feet diameter, 90 feet wide, 2 elongated balloons linked side by side, crew of steam propulsion, he expanded the design to 432 feet long and 11,888 square yards of cloth

7, 15 mph

1820-New York-Rufus Porter applied for a patent for airship, long finely tapered gas bag, similar passenger car beneath, large screw between the 2 operated by steam engines, in 1847 he demonstrated a 6 foot long spring operated model, later he demonstrated a 22 foot long, 4 foot wide model with real steam engine, in 1852 he formed the Aerial Navigation Company to raise money to build a full scale craft, 160 feet long, 16 feet diameter gas bag and passenger car 60 foot long and 8 foot wide hanging 16 feet below the balloon, it was destroyed in a storm

August 17, 1834-France-Comte de Lennox built airship, 160

feet long, 40 feet wide, 50 feet high, made of rubber coated cotton, powered by 8 manually operated flappers, crashed while being inflated

1848-USA-Dr. Huger Bell recieved patent for airship, in 1850 he built and flew a 50 foot long dirigible, 15,000 cubic feet of coal gas, lift of 500 pounds, manually operated, it drifted 30 miles in 1 1/2 hours

September 24, 1852-France-Henri Giffard flew first powered airship, 144 feet long, 40 feet diameter, tapered to a point at both ends, gondola 40 feet below the balloon, flew 17 miles at 5-6 mph, not maneuverable in even a slight breeze 88,000 cubic feet capacity, engine weight of 250 pounds, boiler 100 pounds, gave 116 pounds per horsepower ratio

June 1863-New York-Dr. Solomon Andrews flew airship made of three cigar shaped balloons side by side, no power source, essentially flew like a glider, moved against the wind and flew in circles, abandoned in June 1866, cost \$10,000

February 2, 1872-France-Duprey de Lome made flight of semi-rigid airship, hand cranked propeller, 5 mph, 8 men cranked 1 tractor airscrew, 108 feet long, 47 feet diameter, defied light wind, cost over 40,000 francs

December 13, 1872-Austria-Paul Hsienlein built airship that flew a tethered flight at 9 mph, 4 cylincer Lenoir engine, 4 bladed propeller, 164 feet long, 30 feet diameter, 85,000 cubic feet capacity

October 8, 1883-France-Tissander brothers built and flew an electrically powered airship, 50 meters long, 1,800 cubic meter capacity, 7.5 Siemens electric motor, 24 batteries weighing 1/4 ton 14.5 mph, maneuvered in moderate breeze

August 9, 1884-France-Charles Renard and Arthur Krets flew airship 170 feet long, 8.5 Gramme electric motor, 14.5 mph, made 3 circular flights, 60,000 cubic feet capacity, 85 pounds to one horsepower ratio, batteries weighed 704 pounds and lasted 23 minutes

August 12, 1884-Germany-Gottlieb Daimler and Karl Wolfert flew airship powered by 2 hp single cylinder Daimler engine, hydrogen filled balloon

December 1888-New York-James Allen flew airship made of varnished silk, 60 feet long, 42 feet at middle, car suspended beneath bag, propeller below car, 3 screw propellers, rudder forward, wings extended from boat, capacity of 18,000 cubic feet, maneuvered in slight breeze

April 20, 1897-South Dakota-Henry Heintz recieved patent for airship which flew in 1900

June 12, 1897-Germany-Karl Wolfert and mechanic killed in explosion of 100 foot long airship, powered by 2 cylinder 6 hp Daimler engine, had a 7 foot aluminum propeller

November 3, 1897-Austria-David Schwartz tested airship, cylindrical, 46 feet deep, 39 feet wide, 156 feet long, conical nose, concaved stern, 130,000 cubic feet capacity, tubular aluminum frame covered with .008 inch thick aluminum sheets, Daimler engine drove 2 tractor and 1 pusher propeller at 480 rpm, crashed

September 18, 1898-France-Albert Santo-Dumont built and flew his Airship #1, 3.5 hp de Dion gas motorcycle engine, 82 1/2 feet long, 11 1/2 feet diameter, 8354 cubic feet capacity, 2 bladed propeller at 1100 rpm, engine weight of 66 pounds, hydrogen cost 1 franc per cubic foot

November 3, 1899-France-Santos Dumont #3 circled the Eiffel Tower, 60 feet long, 25 feet thick, used 17,650 cubic feet of coal gas, pole keel for rigidity, flex 15 mph

July 1, 1900-Germany-Count Zeppelin LZ1 flew at 8.5 mph for 13 minutes, 420 feet long, 38 1/2 feet diameter, powered by two 14.2 hp Daimler 4 cylinder engines, engines weighed 950 pounds

October 1900-Germany-Zeppelin LZ1 flew 17 mph, 416 feet long 38 feet diameter, pointed ends, two 15 hp Daimler benzine engines

October 19, 1901-France-Santo Dumont won the Deutsch Prize of 100,000 francs by flying airship from the Aero Club Pari d' Aerostation to the Eiffel Tower, circled it, and returned in 30 minutes

September 22, 1902-England-First powered flight of 30 miles in Spence's airship

November 1903-France-the first practical airship Lebaudy

flew

Fall 1902-New York-Leo Stevens flew tethered flight in airship named Pegasus, 94 feet long, 7.5 hp engine, 400,000 cubic foot capacity of hydrogen

October 18, 1903-San Francisco, California-Dr. August Greth flew airship California Eagle for 40 minutes before engine failed and went into Bay, used Brennan automobile engine

November 1903-France-Lebaudy flew 38 miles in 1 hour and 41 minutes, first fully controlled flight

August 4, 1904-Oakland, California-Thomas Baldwin flew the California Arrow, 54 feet long, 17 feet wide, first airship to take off and return to starting point under its own power, used 7 hp Curtiss motorcycle engine

December 26, 1904-Los Angeles, California-Roy Knabenshire set distance record of 15 miles with and against wind in California Arrow

January 17, 1906-Germany-LZ 2 flew 20 miles at 25 mph, Daimler 85 hp engine

October 9, 1906-Germany-LZ 3 flew 60 miles in 2 hours

July 4, 1908-Germany-LZ 4 flew 235 miles at 32 mph

August 18, 1909-USA-US Government Airship #1 flew 15 mph for 2 hours, 20,000 cubic feet of hydrogen, used 4 cylinder 30 hp Curtiss engine

December 17, 1908-Los Angeles, California-first night flight by a dirigible

May 26, 1909-LZ 5 flew 600 miles in 38 hours

From the above, it is obvious that a true airship was not responsible for the airship wave. The reports from 1896/1897 had the airship doing things that were not actually accomplished until the early 1900's. All aeronautical historians agree that there were no flying machines in the United States during 1896/1897. In an article appearing in UFO Report, Vol. 2, #4, Summer 1975, Jerry Clerk and Lou Farish, quoted Charles H. Gibbs-Smith as saying: "Speaking as an aeronautical historian who specializes in the periods before 1910, I can say with certainty that the only airborne vehicles, carrying passengers, which could possibly have been seen anywhere in North America in 1897 were free flying spherical balloons, and it is highly unlikely for these to be mistaken for anything else. No form of dirigible or heavier-than-air flying machine was flying-or indeed could fly-at this time in America."

Taking all of this data in consideration with the published accounts of the airship, I feel that this theory is completely invalid.

After studying all the data presented in this volume, I feel that the airship wave was a combination of several of the above theories. From my readings in aviation history and applying this to the airship, there is no possible way that it was the result of an earthly flying machine. Given that the craft was described as it appeared, it does not fit as a conceivable interplanetary craft. It could not have been from another planet.

I have also considered the possibility that the airship was mythology in the making. However, the fact that it did not continue to appear in the minds and writings of the airship generation, this thought did not gather much momentum. That is, the stories and reports were not passed from generation to generation as mythology has done in the past.

It is my opinion that the whole thing originated as a hoax started by trolley carmen in California. Once the press took interest in the sensation aspect of the hoax, readers began to look up in search of the airship. Most of them saw Venus or some other astronomical body. Several practical jokers compounded the newspaper/trolley hoax with their balloon and kite hoaxes and fake reports. Of course, the wire services jumped on, unknowing of the hoax, and spread it around the country. I feel that the Collins-Hart-Benjamin affair started the demise of the hoax in California, and people began to see it for what it really was and it disappeared.

As has been shown in the section on newspaper hoaxes, the report from Ellinwood, Kansas, which first stirred interest in the airship during 1897, has been shown to be a hoax. Again, people began to look up; and Venus was there, as was Sirius, Arcturus, and the other bright stars. Suddenly, it was seen at Omaha, Kansas City, and Everest, Kansas. These three reports actually began the April wave. Since these 4, which were the foundation for the wave, have now been shown to be hoaxes, the airship wave has no foundation.

From here, railroad agents and telegraph operators took over. It should be noted that many of the reports from late March and early April, were from these people. It is of extreme importance to note that a series of sightings in Iowa and another series in North Dakota followed the local railroad lines. By this time, the newspapermen began to see the chance to write a "scoop" on the new sensation, and they began creating reports. Practical jokers with their lies, fire balloons, and kites, aided the newspapermen by perpetuating the airship. Again, people began to look up and began to see the stars and Venus in new light and they became airships. As Venus began to set earlier and slowly became a morning star, the number of airship reports began to decrease at a great rate. The practical jokers and newspapers were able to maintain a small amount of interest in the airship and were able to carry it on into May. As is usual with hoaxes of this nature, it was destined not to survive much longer.

It is very probable that a few (less than 2%) of the reports represented true UFO reports. The only other option would be that it was some object orbiting the earth. This or some astronomical body/hoax would be the only thing that could account for so many reports at the same time, yet so far apart.

In spite of the fact that I am a stout, firm believer in the existence of the UFO phenomenon, I no longer feel that the airship wave is viable as evidence of UFO sightings in the past.

APPENDIX A

FORTEAN EVENTS.

Most UFO researchers, including myself, have a more than passing interest in all Fortean events. With my excursion through the 1896 and 1897 newspapers, I kept an eye open for any Fortean event that I might come across. The following contains the events which were found during the research. Some of them may be new finds and some may not, I do not know which are or are not, since I do not make a thorough study of this facet of the paranormal. It is my hope that they are of value to others.

STRANGE ANIMALS.

A PANTHER

Attacks Farmers Who Venture Out

After Night--Hunting Parties After
The Beast

Special Dispatch to the Enquirer.

Carrollton, Ohio, May 4.-The residents of the peaceful valley of Perry Township, south of this city, are terrorized over the appearance of a large panther which had been killing sheep, hogs and cattle and frightening the people until they have adopted the good old pioneer style of wearing arms and a frightened look. Arms of all descriptions from the heirloom musket to corn cutters are carried by the badly frightened residents.....

At Lamartine, Emanuel Hendrick, Jr., a young farmer of that section, was returning home from that town, and while passing through a small wood he was confronted by what he thought was a dog which uttered a piercing screech and made a leap for the now thoroughly terrorized young man, who defended himself with the whip and a large knife. Numerous applications of the whip kept the panther at bay after several unsuccessful attempts to leap into the carriage. Whipping the frenzied horses into a mad run he was pursued over three miles before the panther was outdistanced.

Heavily armed hunting parties are scouring that part of the country in search of this animal, which has so terrorized the good farmers who have neglected their spring labors.

-From the Sentinel of Cadiz, O., May 9, 1895

The Hodag Photo.

In the window of Gilham & Rick's Third street meat market is a photograph of the celebrated hodag, captured at Rhinelander some time ago. The animal is as frightful as a nightmare, its immense head being armed with horns and an immense mouth filled with teeth. Along the spinal column, at intervals of a few inches, are sharp horns. The heavy tail ends in a hooked horn or claw, the feet being armed with similar appendages. The photograph shows the animal standing on a log in the woods, and on the ground near by is the body of an unconscious boy, whom the animal is about to devour. Grouped around in the back ground are a number of Rhinelander's citizens armed with guns, axes, and pitchforks. As a work of art, the picture exhibits the vivid qualities of Mr. Sheperd's imagination, and is pretty good evidence as to the strength of Rhinelander whisky.

-From the Semi-Weekly Record of Wausau, Wi., April 13, 1897

While walking up Prairie avenue at 10:30 Tuesday evening Henry McKenna was attacked by two strange looking animals about the size of dogs. He had just reached Thomas Bond's when he was startled by a rustling very near him. He had scarcely time to turn around when one of the animals darted out from the shadow and flew at him. As he had no arms of any kind and was unacquainted with the character of the animal that was after him, Mr. McKenna was for some time quite at a loss. He soon recovered himself, however, and after a little struggle succeeded in freeing himself from the mysterious assailant. It was not, however, until the animal had taken an ugly bite out of his leg

just above the knee. Mr. McKenna went to the doctor's at once and had the wound dressed. It is still a perplexing question to him, what it could have been that attacked him.

-From the News of Kenosha, Wi., April 14, 1897

That terrible animal that made it's appearance near Pine Lake and Edwardsburg last year came again the latter part of the week. The men spearing on Pine Lake made for the shore rapidly and three guns were fired in the direction of the terrible noise. It probably saved the lives of many bass.

-From the Weekly Mirror of Niles, Mi., April 14, 1897

An unknown animal is said to have made it's appearance near Pine Lake, carrying away several sheep and in several instances killing cattle. The animal is said to resemble a panther, and several hunting parties are after it.

-From the News of Saginaw, Mi., April 17, 1897

People living near Bird Lake have been mystified and horrified by the peculiar howls and unearthly groans, apparently proceeding from the water. The Indians have long cherished a legend that a village was blown into the lake by the Manitou wind, or "wrath of the Great Spirit."

-From the Herald of Grand Traverse, Mi., April 22, 1897

IS IT A MULE OR GOAT
A Strange Sort of an Ani-
mal Found Down in
Springfield.

Jim Smith, of the Springfield fire department, is now a firm believer in the airship, and he has on exhibition at the fire department today an animal which he says proves conclusively that the airship has visited Springfield. Some time during last night the thing was found on the city lot in the rear of the fire barn, and the members of the department are sure that the airship swooped down there and left the beast in order to lighten the load. Hundreds of people have visited the department today to see the strange visitor, and all are agreed that it is not a native of this planet. Jim Smith has no doubt that it came down from Mars. The animal more nearly resembles a mule than anything else, though all who have seen it agree that it isn't a mule. It is 2 1/2 feet high with legs scarcely larger than a man's finger and very long and crooked. There is a wavy brown hair on the visitor's back nearly a foot long, very much like that of an angora goat. His ears are the most prominent part about him and in this he seems to be related to the mule, but under his chin are long whiskers like those usually worn by the billy goat. His feet are a sight to behold, and nothing like them were ever seen before. They are much like those of the mule, except twice as long and much smaller, tapering to a very sharp point in front, as though designed for mountain climbing. His eyes were evidently not made for the earth, for he cannot see in the daytime, and blinks as though the sunlight gave him great pain. The boys at the fire department have been unable to find anything he would eat as yet, and he turns up his nose at hay, oats, corn and bran as though supremely disgusted. It is evident, however, that he is not a wild beast, for he enjoys being fondled by human hands. His long and shaggy hair leads to the belief that he came from a very cold climate. The boys at the fire department will give a liberal reward for the animal's pedigree. Public opinion is divided as to whether he is a member of the mule family or belongs to the goat species.-Leader-Democrat.

-From the Globe of Joplin, Mo., April 24, 1897

Farmers in the vicinity of Wolf Creek are considerably excited by the existence in the woods of that locality of what is thought to be a wild cat. The animal has been seen several times and an attempt made to kill it. It is a ferocious looking animal, and dashes about in an alarming manner, and when come upon suddenly, sounds terrible cries and rapidly disappears. A diligent hunt is being made. It may soon be killed.-Kenton Democrat.

-From the News of Bluffton, O., May 6, 1897